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日八廿月伍年寅丙

HONGKONG, WEDNESDAY, JULY 7TH, 1926 叁拜禮

號七月七年五十國民華中

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TIME-TABLE.

WEEK-DAYS									
STATIONS	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon	6.40	9.15	10.30	11.40	12.00	1.15	2.30	3.45	5.00
Yau Ma Tei	6.50	9.25	10.35	11.50	12.10	1.25	2.40	3.55	5.10
Shatin	7.10	9.45	10.55	12.10	12.30	1.45	3.00	4.15	5.30
Tai Po	7.30	10.05	11.15	12.30	12.50	2.05	3.20	4.35	5.50
Tai Po Market	7.40	10.15	11.25	12.40	13.00	2.15	3.30	4.45	6.00
Fanning	7.50	10.25	11.35	12.50	13.10	2.25	3.40	4.55	6.10
Shenaghai	8.00	10.35	11.45	13.00	13.20	2.35	3.50	5.05	6.20
Shenaghai	8.10	10.45	11.55	13.10	13.30	2.45	4.00	5.15	6.30
Shenaghai	8.20	10.55	12.05	13.20	13.40	2.55	4.10	5.25	6.40
Shenaghai	8.30	11.05	12.15	13.30	13.50	3.05	4.20	5.35	6.50
Shenaghai	8.40	11.15	12.25	13.40	14.00	3.15	4.30	5.45	7.00

SHA TAU KOK BRANCH.

WEEK-DAYS									
STATIONS	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Fanning	7.45	11.30	2.30	6.25	8.30	10.15	1.05	5.00	6.00
Shenaghai	8.40	12.25	3.15	7.20	9.25	11.10	2.00	5.55	6.55

SUNDAYS AND PUBLIC HOLIDAYS.
STATIONS
Fanning ...Dep. 7.45 ...Arr. 8.30
Shenaghai ...Dep. 8.40 ...Arr. 9.25

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Revised by Members.

PRICE 85

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HONGKONG'S MOUNTED INFANTRY.

THEIR ADVANTAGES OVER OTHER MORTALS.

A SERVICE ATTRACTIVE TO EVERY MAN OF INTELLIGENCE.

SATURDAY'S TENT-PEGGING COMPETITION.

[BY DUTY FOR THE "HONGKONG DAILY PRESS"]

One of the chief lessons learned from the last British Army Manoeuvres was the importance of cavalry. In spite of the mechanisation of transport, in spite of the fact that reconnaissance by air is now established, and even although the troglodytic infantry stalemate of the last war is not forgotten, it is recognised that cavalry regiments must still be maintained in a state of high efficiency and that were money available for anything their present numbers would be added to. This is a lesson that Hongkong is not likely to neglect. We have very extensive frontiers, and not very large forces. Mobility and reconnaissance, the two great faculties of the mounted soldier, would be in great demand if an enemy threatened us by land or sea. Nobody who knew the European situation of twelve years ago, or who understands the world situation to-day, will deny the possibility of such an eventuality. It is therefore re-assuring to know that the Mounted Section of our Defence Corps has recently been favoured with some very practical support, and is enjoying a boom. The Mounted Infantry is enjoying a boom not only because it is the most practical and cheapest avenue of approach to hacking, hunting, polo, racing and chasing, but also because it now enjoys opportunities for real efficiency.

CAUSEWAY BAY STABLES.

New stables, specially for the use of the Mounted Infantry, have been erected at Causeway Bay. This is a tremendous asset to the unit. In the old days the ponies were kept in the Jockey Club Stables. When the members of the unit paraded, their ponies were brought out to them on the Polo Ground; they mounted, did a drill, and then handed over their ponies to mafoos who led them back into the sacred and, to many, unknown precincts. Recruits in due course learned to ride through the usual cavalry movements, and attended the usual field days. Enterprising members even undertook the adventure of unescorted rides across the island. But what is the use of learning to sit in a saddle, if you have never put a saddle on? What is the use, for war, of being able to ride a horse, if you have never led him nor groomed him? How can a man aspire to horsemanship, if he has no practical experience of stable management? A horse is a peculiarly unfortunate encumbrance to anyone who can't tell whether he is clean or dirty, fat or thin, lame or sound; to a man who doesn't see a sore back or a girth gall till it has become an incurable sore; who doesn't know how to look into a horse's mouth or pick up its feet, and can't tell whether a bit fits or a saddle will slip off. That was the dissatisfaction and danger of the old arrangements. The dissatisfaction for a sane recruit of having to depend upon something he knew nothing about, of being scared by his ignorance instead of confident in his ability to learn. The danger of aiming at mobility on horseback, without opportunities for teaching stable management. It was only during a few brief days at camp that most men had any chance of seeing the horse in stable, of living with it and caring for it. Now all that is changed. The new stables at Causeway Bay belong to every member of the unit. Every member of the unit has access there at all times, and can see for himself that the drains are clear and the roof in repair, that his horse is getting his proper feed, and that his saddlery is being attended to. He can even add to his linguistic accomplishment by learning Hindustani in questioning and instructing the sayces who took the place

of mafoos from the time that those latter objected to doing anything for the white man's warhorses in times of emergency. Thus does cavalry instruction become genuine, and inspiring. It makes service in the Mounted Infantry attractive to every man of intelligence who has a true man's interest in the most admirable of all animals.

HORSEMANSHIP.

In no climate is it more true than in Hongkong that the best thing for the inside of a man is the outside of a horse. If you want to see Hongkong through a reconciling glow, instead of a dividing fog, ride. But if you have never ridden before, it is seldom sound, and usually expensive, to start off with early morning gallops round Happy Valley. To be able to stick to the saddle of a galloping horse is not so positive an accomplishment as to be able to take a horse in hand, walk him, trot him, back him, and bend him. To be a horse's length in front of the next at a race is not so sure a sign of control as to be able to ride in line with twenty others, and leave them or rejoin them at order. Even the born horseman benefits by regular regimental instruction. Some such instruction is the Swedish gymnastics of riding; it is necessary for the beginner, and it is never completely given up by the most proficient.

KNOWLEDGE OF THE COUNTRY.

There are of course some Jonahs in Hongkong who, with mystic references to the Pampas, or the Belvoir, will tell you that it is not worth while, because Hongkong is not a place for riding. The enterprising and public-spirited gentlemen, or rather ladies and gentlemen, who last year founded the Fanning Hunt may be supposed to have settled that argument by showing that there are miles and miles of Hongkong territory over which China ponies can gallop three or four days a week for months, without a lame leg. The fact of the matter is that there are huge tracts of our territory here which only horsemen know. Now and then you come across a human eccentricity who on his flat feet, making use of every cool day in the year, has been able after long residence to learn a little about the rare beauty and fine air on the other side. Determined pedestrians have thus walked over Shatin Pass, and climbed Castle Peak or Tai Mo Shan; and if the day was warm have expected three days sympathy for their exhaustion, and been driven to much strong drink for their restoration. But most people would rather do without the joy of knowing the shapes of hills and valleys than set about it in that way. Golfers see nothing beyond the fairway, except the long grass, and have a world-wide reputation for fancying the spirit rather than the air. Motorists are bound to the road like Ixion to his wheel. But the horseman knows the fascinating tracks from Tai Po to Un' Long, and from Fanning to Chuk Ying. He knows the little hills between Sheung Shui and Lo Shu Ling, and the whole length of the frontier from Sha Tau Kok to Lok Ma Chau. He has ridden round Tai Po harbour and Plover Cove. He has been in the enchanted ground round Pineapple Pass before the road went there, and had ridden through Leadmine Pass. Much of that is heart-breaking country for the infantryman. He is blind with fatigue half the time. But the China pony goes merrily along, hopping over the half-hidden ditches, making no mistake on those difficult little bridges of one stone slab, and climbing steps where necessary, while the mounted infantryman scans the country at ease, and knows exactly where he is.

SATURDAY'S COMPETITIVE GAMES.

The Mounted Infantry Section also plays its part in organising mounted sports other than racing. There seems to be no end to the competitive games in which horses participate with human keenness. The China pony in this, as in almost everything except size and speed, is just like his cousins in Europe. Consequently there have been Mounted Infantry Gymkhanas in the past, and there will be more in the future. On Saturday

(Continued on next Column)

H.R.H. AND THE BABY.

A PROUD YOUNG MOTHER.

"GEORGE EDWARD: HOW COULD YOU BEAT THAT?"

One might have searched all the hospitals in the land without finding such a flutter of happy excitement as, one day last month, hovered about a ward of the new obstetric hospital, University College, in Gower Street, London.

Here it was that a fair-haired young man, while on a ceremonial visit, impulsively leaned over the bed of a young mother and gave to her the badge which had been presented to him on his arrival—three gilded feathers representing his own crest. It was the Prince of Wales.

The crest was used as a badge for the occasion. On receiving his, the Prince placed it in his buttonhole.

The sunlight was streaming through the windows of the ward when an *Evening Standard* representative entered it. There was no need to ask which of the patients had received the Prince's gift. All looks were directed to Mrs. Cann, an auburn-haired, fresh-complexioned young woman of 20, lying in a bed at one end of the room. She is the mother of the first child born in the ward, now four days old.

THE QUEEN'S COT.

The baby was still in the pretty canopy cot of white muslin and blue satin, which was given by the Queen, and forms a sort of throne in the centre of the ward. Mrs. Cann, who lives at Robert Street, Hampstead Road, not far from the hospital, proudly took from her locker the three golden feathers handed to her by the Prince.

"He came over to me," said Mrs. Cann, "before I knew what was happening. He had been told, it seems, that I was the mother of the first baby born here, and he said, 'Now, get well again soon,' and then he took these feathers from his buttonhole and handed them to me."

"I had hardly time to stammer out 'Thanks,' when he said to the sister, 'Now, where's the baby?' and crossed to the middle of the ward to see him. 'Why, what a lovely baby he is,' he said, 'coming back to me. How old is he?'"

"When I told him three days," continued Mrs. Cann, "he went across and had a second look at the baby, and placed on his cot three feathers like these, which have since, unfortunately, disappeared."

GEORGE EDWARD.

"He asked me what I was going to call him, and when I replied that he had already been christened, and that his names were 'George Edward,' he answered, 'Splendid. Now could you beat that?'"

"When asked what she thought of the Prince, the young mother rather naively replied, 'He's such a nice young fellow, and was smiling all the time; but he seemed just a bit shy. In fact, I think he blushed when he first came up to speak to me.'"

By this time the baby had been placed in his mother's arms, and the three feathers which were the Prince's gift were placed in his tiny hand.

"I shall keep them very carefully," said Mrs. Cann. "It would be fine if I could give them to him, perhaps, when he is 21 or when he gets married."

next the Mounted Infantry, by the invitation of their brothers in mobility, the Armoured Car Section, are taking part in a Gymkhana which will be the local attraction for all lovers of military exercises and things that have rapid motion. The M.C. items are Wrestling on Horseback, Balaclava Males, and Tent-Pegging. Tent-Pegging is an exercise seldom seen in Hongkong. There is a popular superstition that if you get a China pony into a sufficiently rapid gallop to lift a peg you won't stop him inside a mile. Others say that if you brandish a lance near his head he will go mad. If such, in some cases, proves true on Saturday, it will doubtless add to the gaiety of assembled nations. But it is not likely. Neither is it likely that among the competitors there will be many of that tiresome expert type who, spending their lives tent-pegging at Military Tournaments, are never able to decide a competition until the peg has been pared down to a tenuity resembling the willow wand that Robin Hood pierced with his arrow at the Tournament of Ashby. A broader mark will probably suffice for our local amateurs to decide who is the winner. There will doubtless be those who will carry on at a "trot gallop," with a fine sweep of the flashing lance, and be content if they can score a touch on the peg now and then; while others will go slowly and make a carefully calculated jab into the very heart of the peg as they pass. But the winner will be the man who can combine velocity with precision, and can take it clean and swing it clear.

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AMAZING STORY OF "KIDNAP" LETTERS.

YOUTH'S STATEMENT: "I DID IT FOR NOTORIETY."

SCOTLAND YARD POSE.

An astonishing statement, alleged to have been made by the Oxford youth who was arrested at Brighton, after the police had made inquiries into the sending of anonymous threatening letters to titled people, was read at Abingdon Police Court, England, when he was remanded.

After first denying that he sent any letters, he was said to have declared that he "did it for notoriety."

It was explained that he couched the first letter, threatening kidnapping, in "rather flamboyant language," and that he was spurred on to write more when he saw that reference to the letter was made in newspapers.

ARREST DESCRIBED.

The accused youth, Joseph Arthur Bernard Fisher (17), is a solicitor's clerk, of Woodstock Road, Oxford.

He was charged with "storing," on or about April 19th last, a letter, of which he knew the contents, demanding from Eric Hamilton Rose, with menaces and without reasonable or pardonable cause, the sum of £5,000 at the Parish of Wytham.

Fisher, a lad of medium height and build, was dressed in a light-grey suit and carried a cap of greenish-grey material.

As he entered the court he smiled to his mother, who was sitting with a friend. He was allowed a seat in the dock.

Superintendent Goddard said Fisher was alleged to have been sending letters to people in different parts of the country.

On or about April 19th, a letter was received by Mr. Rose stating that unless £5,000 were sent to some charitable institution his children would be kidnapped.

Chief-Inspector Percy Savage said that with Sergeant Sprackling he saw Fisher detained at Brighton Police Station.

"I told him, 'I was,' said the inspector, 'and said to him:

"I have caused you to be arrested and detained, as I have reason to believe that you have sent a number of letters to the Marchioness Townshend, Lord Townshend, Lord Churston, Mr. Rose, and other persons, demanding of them money with menaces, threatening to kidnap their sons."

"He said: 'I have sent no such letters. I have already made a statement to that effect. I saw about the letters in the newspapers, and I conceived the idea to carry the thing a step further and kidnap one of the boys. What is likely to be done to me?'

"A NEW STATEMENT."

"I said: 'At this moment you will be detained, and I cannot say, until my inquiries are completed, but it is likely that you will be kept here and charged with attempting to kidnap the son of Mr. Rose.'

"He said: 'Does my mother know of this? I should not like her to know, as she suffers from her heart.'

"I said: 'She must be told that you are to be charged.'

"He said: 'That being so I would like to make a new statement. One cannot continually tell lies when one thinks of one's mother.'

After being cautioned by the inspector, Fisher said:

"The first letters I wrote were to the Marchioness, framed in rather flamboyant language, threatening to kidnap him."

"Sometimes nothing appeared in the Press, and, thinking I had failed, I thought to give it up."

"Then one night I saw in an evening paper a report that letters had been sent threatening to kidnap the boy."

"This spurred me on, and I sent more letters to the boy's mother, the Marchioness Townshend."

"The first letter I sent was addressed to the Marchioness at Avenue Road, Hampstead, having obtained from 'Who's Who' one of those books that address."

"I later looked up the Peerage in the Free Library at Oxford and found that his country seat was Raynham Hall, Norfolk, so I sent the other letters there."

"Having obtained a little notoriety over the Townshend letters I thought I would carry the matter a step further by writing to other personages, but I would like to say at this moment that I had no intention to carry out my threats."

"The next two letters were sent the same night, and were posted by me at Oxford. One was addressed to Lord Churston, Knightbridge, S.W., and the second to Mr. E. H. Rose, Wytham Abbey, Oxford."

"ONLY ONE SERIOUSLY."

"The latter I chose because I know Mr. Rose and his family by sight, and secondly because I wanted to gain local notoriety, and thirdly because he was the only whom I meant at all seriously to, as I could ring him up—phone calls, etc."

The other persons to whom I have written are the Earl of Cadogan, the Marchioness of Epsom, Sir William Mitchell-Thompson, a Cabinet Minister, Mr. H. Martin, somewhere in Kensington, and Sir William Bulkeley-William, whose address I remember as Penny-Park, near Beaumaris, North Wales."

"About a week—it was exactly a week—later I telephoned Mr. Rose, 365, Oxford, using the name of 'A British Communist,' asking for his decision."

"He stated in forcible language that he would have nothing whatever to do with me, and would not pay a penny."

"I told him that unless he paid his boys would never return from school. I did not know at the moment what school they were at."

"At the end of a fortnight I rang up Mr. Rose, using the name of Mr. Fox."

(Continued on next column.)

SHARE SELLERS VANISH.

BANKERS DEVELOPMENT TRUST.

WOMEN'S LOSSES.

Urgent inquiries were being made in London by many people, particularly by a number of widows, as to the whereabouts of a concern called the Bankers Development Trust Union (Regd.), which operated from Sentinel House, Southampton, W.C.

They want some information about investments which representatives of the Bankers Development Trust persuaded people to make in the Radium Ore Mines, Ltd., which has registered offices at Sardinia House, Kingsway, W.C.

In one case alone the Bankers Trust received last February £2,000 from a woman in Kent for 8,000 shares in the Radium Ore Mines, shares which stock-brokers describe as absolutely worthless and unsaleable on the Stock Exchange.

The register at Somerset House shows that the Bankers Trust was registered last November as stock and share brokers at Albert Lazarus, of Oxford and Cambridge Mansions, Marylebone Road, and Myer Harris, of Calthorpe Street, Russell Square, and later of the Lord Nelson Hotel, Liverpool. On April 28th these two men gave formal notice that they had ceased to carry on business, and since then they have vanished.

10,000 SHARES SOLD.

Officials of the Radium Ore Mines can throw no light on the matter. "I only wish we did know where they are," said Mr. Charles A. Pilcher, the secretary.

The Radium Ore Mine in Cornwall has not been operated since the war. Last January the Bankers Development Trust offered to provide capital by the sale of shares. They were therefore given a call on about 50,000 shares. So far as I know they have disposed of about 10,000, but although transfer certificates have been made out the company has not received a penny from the Bankers Trust, and now they have disappeared. The Bankers Trust was supposed to pay us 2s. 6d. for some of the shares and 2s. for others," replied Mr. Pilcher.

The trust obtained £300 from a woman at Chippingham and money from other women at Burnham-on-Sea and Bexhill.

£12-MOTOR-CAR.

SUCCEEDS IN A 402 MILES TRIAL RUN.

Of the 215 starters in the London-Edinburgh run of 402 miles for cars and motor-cycles organised by the Motor-Cycling Club all but 21 arrived safely at Edinburgh, including the driver of a £12 motor-car. The run began on Friday night.

One of the competitors on the eve of the trial bought a second-hand twin-cylinder car for this sum and decided, for "the fun of the thing," to try his luck with it. The only trouble he had was with the spare wheel, which came adrift.

of the Oxford Police, stating that I was on the line of Scotland Yard, and that the Chief Civil Commissioner desired to speak to him. I told Mr. Rose, then, using the name of Evans, that Lord Churston's son had been kidnapped from school, and warning him that proper protection ought to be given to his son.

"By this means I was able to ask him at what school his boys were and he told me it was Mr. Roper's School, Seaford, which I knew to be Lady Cross School, Seaford, where my father was formerly a master."

"I told him I would send two men down to the school that night to guard his boy, and he said he would write Mr. Roper to that effect immediately."

"VAGUE INTENTION."

"I travelled by train to Brighton, and then went to Seaford, where I slept in a field. My intention was so vague that I did not know what I should have done if I had seen the boys, but something might have occurred to prove that I had been there."

"On the following morning, I loitered in the vicinity of the school, but nothing occurred. I travelled to Brighton, and telephoned to Mr. Roper at Lady Cross. I told him I was Mr. Rose, and that Mrs. Rose was getting nervous, and insisted that the boy should return home at once, at least for a few days."

"He asked that I should send a car. I suggested that I had a friend who was up at Oxford who had been working as a volunteer doorman and was now recuperating at Brighton, and who, I was sure, if asked, would escort the boy back to Oxford. I added that I would ask my friend to wear a white flower in his buttonhole, and that the meeting-place should be the Victoria platform at Brighton at 1.15 p.m. He said he would bring the boy himself by car. I was at the station at the appointed time, and was arrested."

"My object was to get Mr. Roper to give the boy sufficient money for his journey to Victoria, and return, as I had in my mind that I would take him to Victoria, and then send him to the school."

"I thought that this would enable me to 'phone up one of the daily papers and say that the boy had been kidnapped."

"My object in making the statement is to explain that I had no intention to harm anyone. It was a foolish, practical joke to make a sensation, and I bitterly regret having made such a fool of myself."

Superintendent Goddard said that after that he charged him.

Fisher said, "I don't wish to say anything, only convey my regrets to Mr. Rose."

Inspector Goddard said it was possible there might be two or three more cases against the youth.

Fisher was remanded, bail being allowed in two sureties of £100 each and his own surety of £200.

POOR INDIAN PRINCE.

DIES IN PENURY IN A SQUALID LONDON LOCALITY.

FROM PALACE TO POVERTY.

Writer, philosopher, dreamer, and something of a poet as well, a prince of one of the richest and most gorgeous reigning houses of India, Jessraj Singh Susodia has just died in poverty in a pleasant but faded Clerkenwell square.

Ten days ago Prince Jessraj, a member of the reigning house of Hyderabad, knocked at the door of a boarding-house in Myddleton-square, and asked if the proprietor had a small room to let at a cheap price.

THE LOCKED ROOM.

Now he is dead, and there is a locked room in the house. In it are the total assets of this royal prince of India.

They consist of a few sheets of foolscap paper, many of them scribbled on, a pile of manuscript which was never printed, a book or two, a few articles of clothing, and a snapshot, which no doubt in his declining days recalled to the dead prince the glories that once were his, when he lived with his parents in the palaces of Hyderabad.

At the inquest it was stated that he had no relatives in this country and that he was entirely without friends. But that is not quite true.

In the eating-houses around Saffron Hill he was well known. In a quarter where everybody is interested in acquiring a "percentage profit," the absolute detachment of the stout, ageing Indian

from commercialism attracted a kindly notice of the other habitués of the eating-houses of the Italian quarter.

WRITINGS ON INDIA.

For twenty years the Prince had lived in this country, and during that time he wrote many thousand words on India. Always he dreamed of the day when his writings would be acclaimed as masterpieces of Indian literature.

There are in his room letters from publishers, many of them speaking highly of the work which he had submitted to them, but few agreeing to publish it.

Earlier in life the Prince was successful in placing some of his manuscripts, but latterly the cheques which came to him were few and with ever widening intervals between.

He seldom spoke to anyone, but when occasionally at a table he was drawn into a conversation he revealed a depth of knowledge that surprised his listeners.

LEAN YEARS.

At the house where the Prince spent his last ten days the proprietor told an *Evening Standard* representative that when the Indian called he described himself simply as "Jessraj Susodia," and made no reference whatever to his rank and name.

"I am afraid he was completely 'down and out,'" he added, "although he never made the slightest complaint."

He used to make some breakfast for himself in the mornings, but all his other meals, if he had any, were taken outside.

Representatives of the ruling house of Hyderabad have been informed of the death of Prince Jessraj, and the room he occupied in Myddleton-square will be kept locked until the arrival of some responsible persons who will take over his effects.

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Best Portland Cement.

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

HONGKONG.

Java

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has been since the 16th century, a Magnet attracting from Europe all who sought Trade, Adventure or Gain.

To-day it is rapidly becoming known as one of the Gems of the Pacific—The Pearl of the Orient—and attracts Tourists and Visitors from all parts of the world.

To those seeking relief from the oppressive and trying local summer, there is no place which holds forth such a pleasing prospect of complete change of surroundings, of scenery and of climate.

8 days to Batavia, a short journey then takes the traveller to the Highlands, where all the trials of heat and humidity are forgotten in a temperate climate unsurpassed in any tropical country.

Big Game shooting

Wonderful ancient Temples

Motor tours through magnificent scenery

Dolce far niente, for those who prefer it, in

Hill resorts like Sindanglaja or Tosari, where

Fires in the evening will be appreciated.

The magnificent vessels of the Java-China-Japan Line sail direct to Batavia, or to Sourabaya via Macassar, and give the traveller the added charm of a sea voyage through Calm and Tropic Seas under Ideal Conditions.

S.S. "TJIKARANG" July 15th. S.S. "TJISAROE" July 29th.

The Return Fare to Batavia from Hongkong is \$300.

Full particulars of trips in Java and through the Dutch East Indies from

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ROPE OF ALL SIZES FOR ALL PURPOSES

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The World's Greatest College Entertainers.

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Snappy Novelty Acts. Clever Comedy Artists.

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Coafes
ORIGINAL

PLYMOUTH GIN
OBTAINABLE EVERYWHERE.



Typhoons may rage—

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HORLICK'S
THE ORIGINAL
MALTED MILK

THE PIECE GOODS TRADE.

SUGGESTED NEW CONTRACT FORM.

CHINESE MERCHANTS' PROPOSALS.

UNACCEPTABLE TO IMPORTERS.

A new form of trading contract has been adopted by the Chinese Piece Goods Guild, and circulars have recently been sent to all Chinese merchants in the Colony asking them to adhere strictly to it.

The contract appears to be an abrogation of the agreement made between the Chinese merchants and the Hongkong General Chamber of Commerce in 1923, and a letter has been sent by the Chamber to the Piece Goods Guild pointing out that some of the conditions in the new contract form are impracticable and cannot be accepted by importers.

THE CONTRACT.

The conditions of the suggested new contract are as follows:

(1) Payment.—Cash on delivery or 3 months' promissory note, as agreed upon between sellers and buyers.

(2) Arrivals.—A certain quantity in a certain month, as specified by buyers (a margin of ten days' grace to be allowed).

(3) Not less than four months' clearance, including free godown, insurance etc., will be allowed from date of arrival or sale from stock after which date the buyers shall pay 6 per cent. per annum which shall cover interest, storage, insurance and all other charges.

(4) The sellers' right on buyers' failure to perform their obligation at due date of clearance shall be wholly unaffected by the provision for payment of the 6 per cent. herebefore contained, buyers to have ten days' grace without payment.

(5) In case, buyers take delivery of any goods prior to the clearance period of four months, sellers shall refund on each and every delivery the proportionate interest, etc., of 6 per cent. per annum (i.e., 50 cents per month or 1.644 cents per day per \$100) on the unexpired days.

(6) On arrival of the goods the sellers shall immediately inform the buyers in writing of the number of packages, marks and numbers, the yardage of each package, the name of the steamer bringing the same and also supply to the buyers a shipment sample of the goods. Buyers shall have the right to refuse to take delivery of any package not strictly in accordance with such specifications as are given in the written notice of arrival herein referred to.

(7) Sellers are not responsible for delay in arrival or non-fulfilment of contract if occasioned by strike, fire, flood, war or civil commotions or any other circumstances beyond their control. As evidence of such happenings aforesaid the sellers shall be required to produce the certificate of a British Chamber of Commerce or other representative trade corporation as to the cause of delay in arrival or non-fulfilment of contract. In default, buyers shall have the right to claim compensation from the sellers. Should the delay due to the above cases be for a longer period than one month excluding the above ten days' grace, the buyers shall have the option of cancelling or accepting the delayed portion of the contract which option must be exercised within seven days (local official holidays excepted) of the receipt of notification.

(8) Should there be occasion strike, fire, flood, war or civil commotions or any other circumstances beyond the buyers' control in the place where the buyers are situated and/or in the provinces of Kwangtung, Kwangsi and Fukien, causing the buyers to be unable to clear the goods within the stipulated period or non-fulfilment of contract, sellers must not press for taking delivery, hold up delivery orders (after receiving payment from buyers) demand margins or charge any interest, storage, insurance, etc. Meanwhile buyers shall request sellers in writing to wire to Home-makers for cancellation of the contract or for extension of time of arrival, if necessary.

(9) Any dispute regarding quality, shade, finish, design, packing, delivery, etc., not settled amicably shall be referred to two arbitrators, one to be appointed by the Hongkong General Chamber of Commerce and one by the Chinese Piece Goods Guild. The arbitration shall take place in the presence of both parties at an appointed time and in a fixed place, and their finding shall be binding on both parties. Should the award of the arbitration be over ten per cent. of the contract price, buyers shall have the option to either accept or refuse the goods in question.

(10) Late arrival or non-arrival of one or more lots not to affect other arrivals under this contract.

(11) Sellers shall be responsible to the buyers for any goods which are found to be spotted, damaged by water, holed, pilfered or otherwise damaged.

(12) The conditions of this contract shall be expressed in both English and Chinese languages, but no terms of this contract other than those expressed in the English language shall affect or be binding on the sellers.

The clauses shall not be varied or affected in any way by Chinese or other characters written or chopped on them by any persons purporting to be acting on behalf of either party.

AN IMPORTER'S VIEW.

A well-known importer discussing these conditions with a representative of the Daily Press endorsed the view of the General Chamber of Commerce. "Quite frankly, he said, some of the conditions are impossible."

(Continued on next column).

THE LONDON & LANCASHIRE INSURANCE CO., LTD.

The report of the Directors, presented to the shareholders at the sixty-fourth annual meeting held in the Company's Board Room, 7, Chancery Lane, W.C. 2, on 5th May, stated, *inter alia*:

FIRE INSURANCE.—The net premiums amounted to £2,277,877 18s. 10d. as compared with £2,025,408 12s. 11d. in the previous year. The net losses, paid and outstanding, were £1,396,834 3s. 1d.

Including interest of £127,233 18s. 4d., the surplus from this department amounted to £804,991 18s. 7d., of which £200,000 has been carried to additional reserve and £604,991 18s. 7d. to profit and loss account.

The fire funds now stand at £3,111,500. **MARINE DEPARTMENT.**—The net premiums amounted to £1,133,404 3s. 3d. as compared with £1,098,783 12s. 3d. in the previous year. The net losses, paid and outstanding, were £845,147 17s. 9d.

Including interest of £77,137 8s. 7d., the surplus from this department amounted to £298,262 18s. 11d., of which £100,000 has been carried to additional reserve and £198,262 18s. 11d. to profit and loss account.

The marine funds now stand at £1,053,500.

ACCIDENT AND GENERAL DEPARTMENT.—The net premiums amounted to £1,913,503 6s. 7d. as compared with £1,835,968 3s. 9d. in the previous year. The net losses, paid and outstanding, were £862,553 17s. 9d.

Including interest of £81,400 13s. 9d., the surplus from this department amounted to £230,378 3s. 1d., which has been carried to profit and loss account.

The accident funds now stand at £1,365,500.

Messrs. Butterfield & Swire are the local agents of the Company.

AT THE CINEMAS.

THE CURRENT FEATURES.

At the Queen's Theatre yesterday there was shown "Eve's Lover," produced by Warner Bros. with Bert Lytell and Irene Rich in the leading roles, and a strong supporting cast. The picture is unusually entertaining and, with a fine love romance, combining a vein of satire and comedy and a stirring adventure story. Irene Rich plays the modern Eve to perfection and Bert Lytell makes a fine lover. The film will be shown again to-day.

From to-morrow to Saturday an Ernst Lubitsch production "Kiss Me Again" will be screened. It is a film described as being full of vivacity and entertaining throughout.

STAR THEATRE.

At the Star Theatre, Kowloon, "The Fire Patrol," which had an earlier run here, was shown yesterday and will be screened again to-day. It is a Chadwick picture, featuring Anna Q. Nilsson, Madge Bellamy, Dickie Brandon, Charles Murray, O'Chester Conklin and Bull Montana.

Although its melodramatic sequences are all that drama demands, it is a picture which achieves a different appeal for every type of cinema-goer. There is red-blooded adventure for those who crave only this sort of entertainment. From to-morrow, with Alma Taylor in the leading role, will be shown "The Fire Patrol," which had an earlier run here, was shown yesterday and will be screened again to-day. It is a Chadwick picture, featuring Anna Q. Nilsson, Madge Bellamy, Dickie Brandon, Charles Murray, O'Chester Conklin and Bull Montana.

SAIGON MARKET.

The Compagnie de Commerce et de Navigation d'Extrême-Orient writes as follows:—We beg to confirm our last market report of 15th June.

Since our last report, our market is at a standstill, prices rising. The rate of paddy's market being firmer, no downward tendency can be expected for rice. However business with China, Japan and Java for August and September shipment is expected, but not at lower prices than those ruling at present. Business with France is impossible owing to the fluctuations of exchange.

The total amount of rice exported from January 1st to June 15th, 1925, is 752,501,382 tons against 853,153,780 in 1925.

We quote to-day white-Saigon rice No. 1 25% broken round rice—Hongkong \$7.65, per picul of 134 lbs. f.o.b. Saigon; 20.14, per cwt. f.o.b. Saigon; yen 9.03, per picul of 134 lbs. f.o.b. Saigon. White Saigon rice No. 2 sifted, Japan quality: Hongkong \$7.15, per picul of 134 lbs. f.o.b. Saigon; 20.13, per cwt. f.o.b. Saigon; yen 8.65, per picul of 134 lbs. f.o.b. Saigon. For July-August shipment.

Take clause 2 as an example, he continued. Importers cannot guarantee the exact date of the arrival of goods. All they can do is guarantee the date of shipment.

He considered clause 3 to be totally impossible, as in covering interest, storage, insurance and other charges, the importers were already paying 8 per cent. Two per cent. is already being allowed to buyers. They are given two months' clearance and it is unfair in the circumstances that this should be extended to four months.

He regarded clause 8 as being the worst of the conditions. Any importer who agreed to it would certainly lose in the long run.

As regards clause 9 suggesting that in case of dispute one of the arbitrators should be appointed by the Chinese Piece Goods Guild, he thought few, if any, Chinese would have the necessary technical knowledge of piece goods to act in this way.

EVE'S LOVER

WITH
IRENE RICH.

TO-DAY ONLY

AT

THE QUEEN'S

DRAMA—COMEDY—THRILLS

ANNA Q. NILSSON

IN

THE FIRE PATROL

TO-DAY ONLY

AT THE STAR.

H.K.S.P.C.A.

INSPECTORS' REPORT.

The combined report of the work of the Inspectors of this Society for the past month, states:—

TRANSPORT.	
Poultry, crates	1,233
Poultry on trucks and lorries	108
Loads	250
Poultry in junks and ferries, crates	28
Pigs in junks and ferries	250
Pigs on trucks and in baskets	861
Pigs by rail	28
Poultry by rail, crates and baskets	110
Cattle in junks and ferries	348
Cattle ashore	96
Sheep in junk	18
Cages of birds	12
Dogs for sale in Taiipo Market	2
Cats for sale in Taiipo Market	2

IMPORTS.

Poultry, crates	2,883
Pigs	13,959
Cattle	2,107
Sheep and goats	530
Terrapins, crate	1
Turtles, crate	63
Cages of birds	3
Baskets of crickets	1
Pony from Macao	1
Monkeys	12

EXPORTS.

Poultry, crates	17
Pigs	192
Cattle	308
Sheep and goats	239
Cages of birds	16
Monkeys	8

VISITS.

Markets	64
Landing place at Kennedy Town	81
Poultry depots	58
Cattle depots	19
Dogs home	34
Birdshops	3
Pig pens at Yumati	3
Railway stations	21
Ignorant cruelty cases corrected	24
Kennies watched, times	28
Markets watched, times	10
Cases investigated on report received	1
Dogs admitted to Home during month	61
Dogs destroyed during month	20
Dogs died during month	3
Dogs claimed during month	24
Dogs sold during month	11

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	Ruey, July 5th 1926
Paris	1894
Brussels	12.11
Amsterdam	20.42
Berlin	18.25
Copenhagen	34.42
Vienna	1832
Helsingfors	2.17/32
Lisbon	45
Buenos Aires	2/11
Shanghai	1/11.5/32
Yokohama	4.66.11/32
New York	25.12
Geneva	1394
Milan	18.14
Stockholm	22.15
Oslo	1844
Prague	30.78
Madrid	7.27/32
Rio	1/5.15/10
Bombay	2/2
Hongkong	2/2
Silver (spot and forward)	302

THE STORY OF
A MODERN EVE
AS SUSCEPTIBLE
TO TEMPTATION
AS THE ORIGINAL
MOTHER OF THE
RACE.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

	July 6th, 1926.
Hongkong Bank	\$1.125 sel. 1.125
Do. London	\$1.125 sel.
Chartered Bank	\$1.125 sel.
Mercantile Bank, A & B	\$1.125 sel.
Do. U	\$1.125 sel.
P. & O. Bank	\$1.125 sel.
East Asia Bank	\$1.125 sel.
Canton Insurance	\$1.125 sel.
China Underwriters	\$1.125 sel.
North China Insurance	\$1.125 sel.
Union Insurance	\$1.125 sel.
Yangtze Insurance	\$1.125 sel.
China Fire Insurance	\$1.125 sel.
Hongkong Fire Insurance	\$1.125 sel.
Douglases	\$1.125 sel.
H.K. & U. & M. Steamships	\$1.125 sel.
Hongkong S.S. Co.	\$1.125 sel.
Indo-China (Trade)	\$1.125 sel.
Do. (Def.)	\$1.125 sel.
Shell Transport	\$1.125 sel.
Star Ferry	\$1.125 sel.
Waterworks	\$1.125 sel.
China Sugars	\$1.125 sel.
Malayan Sugars	\$1.125 sel.
Benguet	\$1.125 sel.
Kailan Mining Ad.	\$1.125 sel.
Langkate (combined)	\$1.125 sel.
Do. (single)	\$1.125 sel.
Shanghai Explorations	\$1.125 sel.
Shanghai Loans	\$1.125 sel.
Banque	\$1.125 sel.
Troch Mines	\$1.125 sel.
Ural Caspian	\$1.125 sel.
H.K. & K. Wharves	\$1.125 sel.
H.K. & W. Docks	\$1.125 sel.
Hongkong	\$1.125 sel.
New Engineering	\$1.125 sel.
Shanghai Dock	\$1.125 sel.
H.K. & S. Hotels	\$1.125 sel.
Hongkong Land	\$1.125 sel.
Hongkong Realty	\$1.125 sel.
H.K. Territorial	\$1.125 sel.
H.K. Development	\$1.125 sel.
Humphreys Estates	\$1.125 sel.
Prince's Buildings	\$1.125 sel.
Burai Lands	\$1.125 sel.
Euro Cottons	\$1.125 sel.
Oriental	\$1.125 sel.
Shanghai Cottons (old)	\$1.125 sel.
Do. (new)	\$1.125 sel.
China Buses	\$1.125 sel.
Hongkong Tramways	\$1.125 sel.
Peak Tram (old)	\$1.125 sel.
Do. (new)	\$1.125 sel.
Singapore Tractions	\$1.125 sel.
Do. (new)	\$1.125 sel.
Amoy	\$1.125 sel.
Canton Loss	\$1.125 sel.
Oceanic (combined)	\$1.125 sel.
Do. (old)	\$1.125 sel.
Do. (new)	\$1.125 sel.
China Lights (combined)	\$1.125 sel.
Do. (old)	\$1.125 sel.
Do. (new)	\$1.125 sel.
China Provident	\$1.125 sel.
Constructions	\$1.125 sel.
Dairy Farms	\$1.125 sel.
Der A Wing	\$1.125 sel.
Hongkong Electric	\$1.125 sel.
Macao Electric	\$1.125 sel.
H.K. Ropes (combined)	\$1.125 sel.
Do. (old)	\$1.125 sel.
Do. (new)	\$1.125 sel.
Lane Crawford	\$1.125 sel.
Mackintosh	\$1.125 sel.
Sincere	\$1.125 sel.
United Asbestos	\$1.125 sel.
Watsons (old)	\$1.125 sel.
Wm. Powell	\$1.125 sel.
buy—buyers; sel.—sellers; no—nominal	

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Stocked in White, Blue and Buff in all sizes from 34 to 46 inch chest measurement. Inexpensively priced at \$6.00 per suit.

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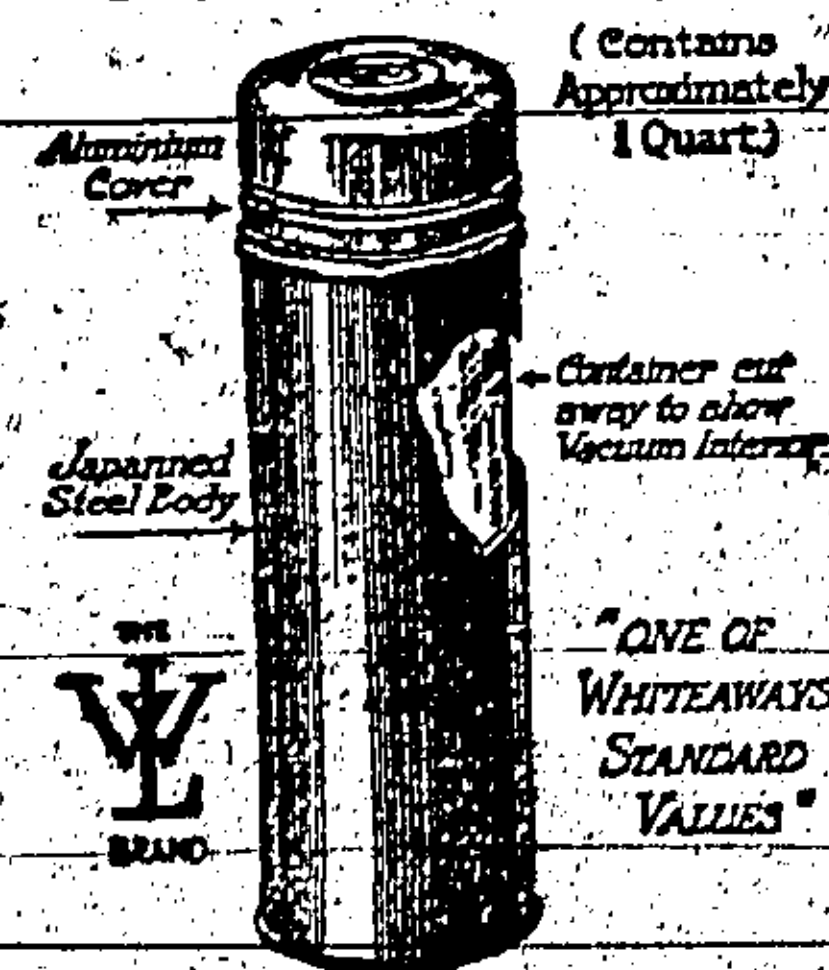
MY WINE CLARET PER BOTTLE—\$ 1.20
PER DOZEN—13.00MY WINE WHITE PER BOTTLE—\$ 1.40
PER DOZEN—15.00Give us a Trial.
MAGASIN GENERAL.WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and larking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown & Chronic Weakness.VETARZO REGULATORS. Safe and Reliable.
English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp Sold by LEADING CASH CREDITORS.USEFUL FOR PRESENT WEATHER.
"WONDERVAC" FOOD JAR AND CARAFE.

THE "WONDERVAC" FOOD JAR



Holds 2 Pints. Keeps Liquids hot or cold. Polished Aluminium exterior.

STANDARD VALUE
PRICE... \$3.50FIRST FLOOR SHOWROOMS
WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

This "Wondervac" Vacuum Jar is invaluable for keeping food stuffs hot or cold. Particularly useful for taking Ice-Cream for Picnics, etc.

STANDARD VALUE
PRICE
\$3.25 EACH.THE "WONDERVAC" CARAFE.
(Contains approx. 1 Quart)
Container cut away to show Vacuum Interior.
"ONE OF WHITEAWAY'S STANDARD VALUES"

THE PRATAS STORY.

A CREDITABLE ACHIEVEMENT.

ITS VALUE TO HONGKONG.

FINE WORK OF COAST GUARD ADMINISTRATION OF CHINA.

(Contributed.)

The story of Pratas is well worth the telling, and as it cannot be too well known, a few additions to what appeared in these columns last week may not be out of place.

The decision to build on the Island was made a long time ago and has been a subject much in the mind of the Hongkong Chamber of Commerce for years. Full reports of discussions on this subject can be seen in back copies of their annual reports. The Island of Pratas is not a reef. It is in the shape of a double tooth, the portion between the two fangs forming the inner Lagoon. It is about three miles long by one mile broad. A reef extends off the S.E.W. and S.W. sides of the Island at a maximum distance of about 4 miles, and inside this reef is a lagoon of shallow water, with pinnacles and bottom of coral.

THE LIGHTHOUSE.

The Wireless Station was decided on as soon as the Coast Guard Administration of China was organised in 1925. A light-house has also been erected but that is only an adjunct to the administration of the Island. It is primarily intended to be of service to relief boats and others making Pratas. Very seldom—and then only as an exception—would the light be sighted by vessels bound elsewhere. The Light itself is fitted with a Sun valve which automatically shuts off the light at daybreak and turns it on again at dusk. At this stage it is well to emphasize that the Chinese Maritime Customs have nothing whatever to do with the building or upkeep of Pratas. The Coast Guard Administration of China is entirely staffed by Chinese.

The whole of the work on the Pratas station has been carried out by the Coast Guard Administration which functions from Shanghai and has as the Director, Admiral Hsu. This Administration came into being at the end of 1924. Complaints had been rife for a long time by junk men and others, round Ningpo, about piracy, and requests had been made to the Navy to do something about it. As a consequence the Coast Guard was formed to deal with coast protection and also to take over other duties of which the erection and maintenance of stations such as Pratas is a good example.

A WELL DESERVED TRIBUTE.

The actual work on the Island has been carried out entirely under the personal supervision of Admiral Hsu's brother, C. W. Hsu, who, like the Admiral, has had many years training and study in England and Europe, and is a qualified Mechanical and Mining Engineer. It was originally intended that the work of erecting the station should be carried out by contract, and the tender of a Russian Firm in Shanghai was accepted. It soon became apparent, however, that this Firm was up against unforeseen difficulties that would prevent them carrying through their contract.

and therefore the work was taken over and continued departmentally. In these days, when the world bears so much of the incompetency of the Chinese to do anything but quarrel among themselves, it is a pleasure—as well as a duty—for one who shared a tent on the Island in the early days with the present engineer in charge, before there was a single building on the Island, and who saw the immense difficulties he had to contend with, to pay a tribute to the excellent work and the highly efficient organisation that was rapidly developed on Pratas as soon as the Administration took over the work.

When it is understood that every bit of building material, even to stone and sand and water, had to be transported to the Reef and then man-handled out of a small vessel rolling heavily in the swell four miles from shore into small lighters—also brought down to Pratas from Shanghai or Hongkong—which only carried from 3 to 5 tons at a time, readers may get a faint idea of a few of the difficulties encountered at the beginning of the enterprise. Recalcitrant coolies and workmen had also to be dealt with on the spot, and there was much coming and going among those who sighed for cinemas, tea-houses and other luxuries unknown on Pratas—as yet—and who wished to return to civilisation.

VISIT OF INSPECTION.

That all the difficulties connected with the building and fitting out of this superstation have been safely and surely surmounted—and single-handed be it remembered—will be apparent to all who attend the visit of inspection shortly to be made by a group of distinguished visitors. If the Director of the Royal Hongkong Observatory is among the number, he is likely to gaze with envious eyes on the quantity, and the quality of meteorological instruments supplied to the station. It is not venturing too much to say that Hongkong never has been, and probably never will be fitted out on such a lavish scale as Pratas is, and it is extremely unlikely that any station in the Far East can offer a comparison in the matter of instruments, all of which are in duplicate, at least, of barometers there are many more than two.

SUB-STATION FOR THE PARACELS.

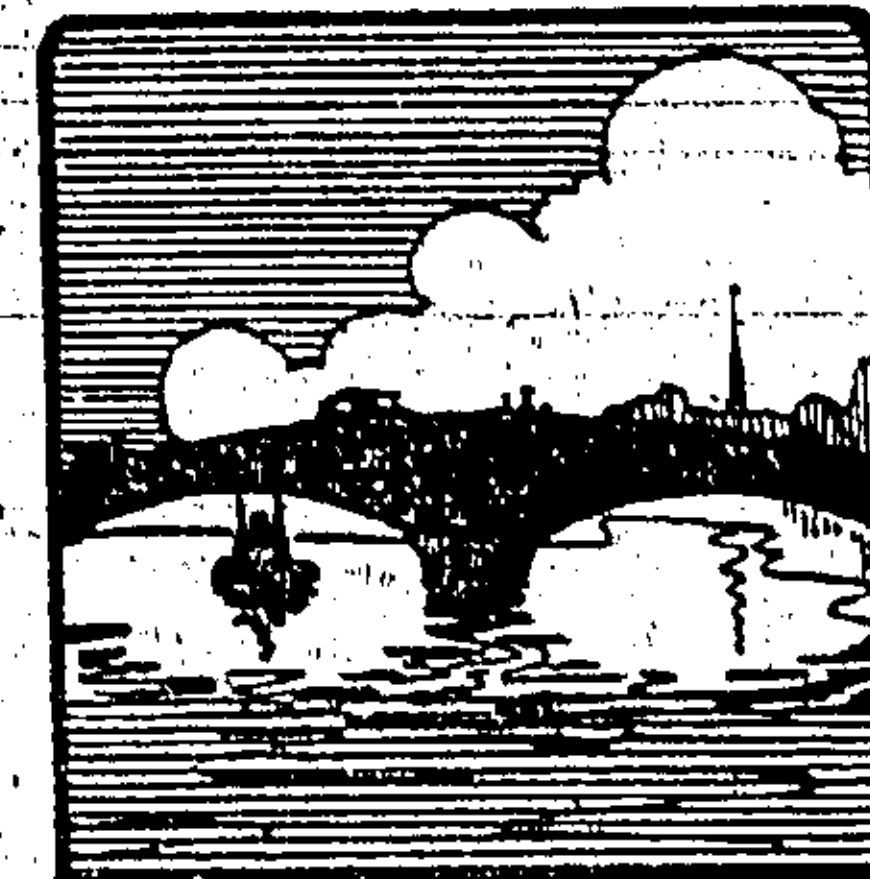
Now that Pratas has been safely started, the Coast Guard Administration is shortly putting in hand a sub-station on the Paracels. When this is completed, it will be a very clever typhoon that can slip through the cordon of protecting stations and take Hongkong unaware, therefore Hongkong is under a debt of gratitude to the Coast Guard Administration of China. By the time that the Paracels is completed, the Administration will have a small fleet of shallow draft 18 knotters, and one larger vessel also of about 18 knots that will act as tender to the Pratas and Paracels. The smaller ones will be for protection purposes in the Lagoon against poachers, etc.

With these fast, shallow-draft motor vessels and the fleet of hydro-planes which will be in commission shortly, Pratas will be very well served. In addition to being the premier wireless and meteorological station in the Western Pacific, Hongkong may yet see the day when it is a Flying Base as well. The inner Lagoon would make a very fine smooth water basin for seaplanes and there are miles of long stretches of smooth hard sand suitable as landing grounds for aeroplanes.

A QUESTION OF FUNDS.

In conclusion it may be safely said that the establishment reflects very great credit on the Department of the Chinese Government concerned in its conception and erection, and it goes to show what can be done in China when really competent and conscientious men are allowed to take charge.

There is one prayer that will be fervently breathed by all who wish to see China rehabilitate herself in the eyes of the world, which is that the very fine beginning that has been made in this case will not be permitted to slacken off or deteriorate, and that the Station will always be kept up to the very high standard at which it is started. Particularly it is to be hoped that the Guardians of the Public Purse from which funds are derived for this special work will not allow these funds to be diverted to other, probably far less worthy, purposes. Such a Station as this deserves the support of all Governments and Commercial bodies and it is to be sincerely hoped that such support will be forthcoming in full measure.

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THE KAILAN MINING ADMINISTRATION
DODWELL & CO., LTD., Agents, Hongkong."EMPRESS OF AUSTRALIA."
RETURNING TO HONGKONG AFTER REPAIRS.

TO PROCEED TO ENGLAND IN BALLAST.

It will be recalled that shortly after the R.M.S. *Empress of Australia* left Hongkong for Vancouver on June 11th, trouble developed in one of her turbines, which necessitated her slowing down and proceeding to Shanghai with one engine operating.

On arrival at Woosung there were symptoms that there was further trouble in the interior of the turbine, and it was decided to send the liner to Nagasaki, where she arrived on the 18th of June. After examination by the Mitsubishi Dock Company, the injury to the turbine was confirmed and it was estimated that repairs would take about two weeks.

Yesterday it was learned that the *Empress of Australia* will not continue her voyage to Vancouver, as originally intended. She will return to Hongkong as soon as necessary repairs have been carried out and is expected here shortly. From here she will proceed to England via Suez, direct in ballast, carrying neither freight nor passengers.It will be remembered that it was announced sometime ago that the *Empress of Australia* after completing the scheduled August trip to Vancouver, where she would arrive on August 25th, would make her last return voyage to Hongkong, from where she would take on freight and passengers and proceed to England via Suez, for the purpose of being re-engined and fitted out in readiness to be placed on the trans-Atlantic run with other *Empress* liners.

Owing to the mishap to her turbines, however, this scheme has had to be altered, for it would upset the whole schedule if she continued to Vancouver from Nagasaki. Owing to the shortness of notice of her return to Hongkong, it will not be feasible to arrange passenger or freight bookings.

CAFE RESTAURANT PARISIEN.

OPENING DINNER DANCE ON SATURDAY.

On Saturday evening the new Cafe Restaurant Parisien (opposite the main entrance to the Hongkong Hotel) will open its doors with a dinner d'ouvert, the programme extending from 8 p.m. to midnight.

Mr. L. G. Taylor, who is taking over the management, has arrived from Shanghai. The main floor, balcony and other rooms have been made most attractive, the prevailing colour scheme throughout being blue and gold.

For the purpose of obtaining an effective entrance one of the windows abutting Paddar Street will be removed, an improvement which may or may not be completed by Saturday, and patrons will proceed by way of a palm court to the main rooms.

Special attention has been paid to natural ventilation and in addition, numerous fans have been installed playing on every part of the premises. It is calculated that two to three hundred may dance in comfort. The six musicians engaged from Manila have arrived and yesterday were to be heard testing the acoustics of the rooms.

After the opening on Saturday night the cafe will remain at the service of the public. Tea dances are to be held, but as Sunday is not considered a favourable day they will not commence the day following the opening.

The cafe is to be open all day, morning coffee and cold drinks being a feature. There will be music at the tiffin hour (charge for tiffin, \$1.25).

Mention has already been made of other features of the new cafe, such as the ladies' hair dressing saloon and show room for latest Parisien models, wine and spirit department, etc.

The directors of the scheme for the provision of this up-to-date cafe are Madame Flint and Mons. Durand.

GOLF.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP.

The July Qualifying round of the Captain's Cup was played at Happy Valley, July 3rd-5th. Result:—

J. S. McLaren	82—14=68 qualified
W. Ironside	82—13=69
C. C. Stark	76—6=70
A. Sommerfelt	85—14=71
W. Lang	85—14=73
A. H. Ferguson	80—1=79

There were 29 entries.
The Optional Pool was cancelled.

BILLIARDS

PALACE HOTEL HANDICAP.

Heavily handicapped against his opponent, J. F. Ribeiro (owe 200) just failed in his match to J. W. Anderson (scr.) by 16 points, the score in Anderson's favour being 250-234 points.

The best breaks were:—Anderson: 29 and 17; Ribeiro: 15, 33, 24, 16, 20, 20, 20, and 15.

Anderson now meets G. Moore (owe 200) in the semi-final.
To-night, Philip Tai (owe 150) meets L. A. Osmund (owe 200).

THE V.R.C.

ANNUAL GENERAL MEETING.

MR. R. C. WITCHELL RESIGNS SECRETARYSHIP.

At the annual general meeting of the Victoria Recreation Club, on Monday evening, the resignation of Mr. R. C. Wittchell, who for ten years has been the popular and energetic Hon. Secretary of the Club, was announced.

The meeting was presided over by Mr. Logan, who paid a warm tribute to Mr. Wittchell's work during this period, and referred to the unsparing way in which he had always devoted himself to the interests and general welfare of the V.R.C. The Chairman also referred to the death of the late Sir Paul Chater as a keen supporter of the club's activities.

The deaths of four other members, Messrs. Oxberry, R. H. B. Mitchell, C. H. Lyson and H. H. Taylor were also mentioned.

The sub-committee's reports were regarded as being generally satisfactory, and were adopted.

OFFICERS APPOINTED.

It was decided to invite the Hon. Mr. A. O. Lang to become chairman of the Club, in succession to the late Mr. Holyoak.

After reference to the able work done by Mr. Wittchell, it was decided that Mr. D. Lyon be elected Hon. Secretary of the Club.

Mr. J. Stewart was re-elected as Treasurer, and the following were appointed as the Committee:—Messrs. R. C. Wittchell, C. J. Cooke, W. Logan, P. W. Ramsay, J. Lyon, A. A. Alves, B. L. Monierieff, A. Silva Netto and T. King.

The following were elected as Balloting Committee:—Messrs. J. Walker, L. O. Turner, G. Razavet, H. Hyndman, J. Wittchell, W. Ward, B. J. de H. Moore, W. Anderson, C. Bond and S. A. Marcal. A suggested alteration to the rules as to holding the annual meeting in February instead of May was agreed to.

TRAFFIC CASES.

DRIVER WITH MAN ON HIS KNEE.

A DAMP MAGNETO.

When a Chinese was charged, before Major C. Willson at the Central Magistracy yesterday, with failing to have full control of a P.W.D. lorry, Sub-Inspector Alexander said that there were two others seated beside the driver, while another was perched on his knee. Defendant was fined \$15.

A Chinese appeared as the complainant in a charge against a taxi driver of refusing hire.

Defendant's excuse was that the magneto had become wet owing to the rain and refused to work. Sergeant Hopkins said he understood that when the complainant took another taxi defendant's vehicle moved away, so that there was apparently nothing the matter with the magneto. A fine of \$10 was imposed.

STRIKE COMMITTEE.

WILL IT BE DISSOLVED BY JULY 20TH?

THE MILITARY MACHINE.

PROPAGANDA IN HUNAN.

[FROM OUR CHINESE CORRESPONDENT.]

General Tang Seng Chi, the pro-Kuomintang commander in Hunan, has threatened to cease further operations and to resign unless the re-inforcements promised by the two Kwang provinces are quickly forthcoming. At any rate this is the information which has leaked out in Canton and it has given rise to considerable discussion. Despite the reports of the movement of troops to the North it is said that the re-inforcements actually sent to Hunan, in men and ammunition, are so negligible as to be of little practical use to General Tang.

The propaganda agents are also busy in Hunan. These men are chiefly from Shanghai and their object is apparently to convince the Hunan people that their fate under the Kuomintang will be infinitely worse than it is at present. Posters showing the ruins in Canton nearly two years ago when part of the Western Suburb was destroyed in the fighting with the merchant volunteers have been exhibited. These posters are intended to show the Hunanese what Changsha will look like under Kuomintang rule. The Kuomintang has retaliated by prohibiting Shanghai daily newspapers from entering Canton, and its information bureau is busy issuing statements in English and Chinese defending the Party's policy and action.

ANOTHER TAX.

The Kuomintang has just discovered another taxable article. It has been the custom in Canton for tenants of well-situated properties to receive compensation upon vacating the premises from the incoming tenant. The value of "occupation right" is often higher than the value of the property itself. The Kuomintang has now decided to tax this "right of permanent tenancy." Considerable opposition has been aroused against the proposal.

LINGSHAN OCCUPIED.

According to reports reaching Canton during the past few days, Shun Pao Fan, a former Canton militarist who is now opposing the Kuomintang, has occupied Lingshan, a Kwangtung district, with 4,000 men. Commander Shun is being assisted by Lin Chen Ting, another military official who was formerly a supporter of the late Dr. Sun Yat Sen.

CHIANG KAI SHEK AND LABOUR.

General Chiang Kai Shek has instructed the Police to prohibit further labour agitation and demands whilst the Northern Expedition is in progress. Conflicts between employees and their employers will not be allowed. The Commander-in-Chief in this and other ways is gradually taking charge of the labour problem.

THE STRIKE COMMITTEE.

The Kuomintang Police have also been instructed to complete by July 20th the collection of all contributions levied in support of unemployed workers. Will the Canton Strike Committee be disbanded by the 20th inst., is now a question being frequently asked in Canton.

CANTON-HANKOW RAILWAY.

The Kuomintang has approved the appointment of Mr. Kan Ying Po, a director of the Nanyang Bros. Tobacco Co., as assistant managing-director of the Canton-Hankow Railway, Kwangtung section. Mr. Kan was at one time manager of the Nanyang Bros. Tobacco Co. at Hongkong.

KWANGTUNG UNIVERSITY.

The office of President of the Kwangtung University is still going begging. Mr. Tai Tien Tsao, a Japanese college graduate, to whom the position was offered has declined the honour. Now the acting President, Dr. Tsui Min Yi, has refused to carry on. The Kuomintang is asking Mr. Tang Chek Yu, dean of the College of Agriculture of the University, to officiate temporarily.

PIRACY SEQUEL.

FISHING BOAT CREW ATTACKED.

WOMEN PUSHED OVERBOARD.

SOLE SURVIVOR'S STORY AT MAGISTRACY.

Apparently, the sole survivor out of seven people, including three children, of a pirated fishing boat, a boy, who made his escape from the ill-fated craft while the pirates were on board, swam for four hours against a strong current and in a rough sea until he reached refuge on an island, told a tragic story at the Central Magistracy yesterday afternoon.

He appeared to give evidence in a case in which three men were charged with piracy of a fishing boat ten miles from Tai O and in the vicinity of Lam Tau Island. He described how the "elder member" and others of the crew were attacked, and how three women were pushed overboard and pushed off with bamboo poles when they tried to cling to the rudder. He has not seen any of the other members of the pirated fishing boat since he made his escape, and fears they are drowned or killed.

The pirates made a haul of \$1,000. Opening the case, Chief Detective Inspector T. Murphy pointed out that the herring fishing season started about the Chinese New Year and a fleet of boats left Cheung Chow for a spot between Lan Tau and Macao. The fleet operated throughout the season, and the boats seldom went to another part, other boats coming out to them and buying their catches and paying cash for them.

CREW ATTACKED.

The boat which was pirated, continued Inspector Murphy left Cheung Chow with the other fishing boats and remained in the vicinity of Lap Sui Mui. The boats were all more or less well-known to each other. In the case of the boat pirated there were seven people on board, including three children. It was alleged that another boat went alongside and that the first defendant came on board and attacked the eldest member of the crew. A small boy on board went to see what was happening and saw two other men, one of whom was the second defendant, both on the fishing boat.

WOMEN OVERBOARD.

The boy jumped overboard and while in the water he saw two men pick up three women who were on the pirated boat. The women were pushed overboard and while they were hanging on to the rudder two men poked at them with bamboo poles and made them release their hold. He did not see the women again.

SWAM FOR FOUR HOURS.

The pirates then sailed the pirated boat to Rocky Island. The boy swam for some four hours against a strong current and in a rough sea, eventually reaching the same island. He remained there two days, until picked up by a fishing boat and ultimately arrived at Cheung Chow.

At this stage, Mr. Lindsell remarked that the defendants should surely be charged with piracy and murder.

Inspector Murphy thought that the essential point to prove was that someone was dead. For although it was presumed the people were dead, no bodies had been found.

DOORS FORCED.

Continuing, Inspector Murphy said that the second and third defendants were arrested in Macao; while the other man was arrested in a new house at Yaumati, the door of which had to be forced before entrance could be effected. The door leading into the room in which the man was living also had to be forced open.

SOLE SURVIVOR.

The boy, who is apparently the sole survivor from the pirated fishing boat, gave evidence bearing out the statement of Inspector Murphy, and said that the first defendant attacked the eldest member of the crew with a chopper. The man fell. Two other boats were in the vicinity at the time of the attack, but did not come to the assistance of the pirated boat, and sailed away. Since going overboard and swimming to the island, witness said he had seen nothing of the other people who were on board the ill-fated fishing boat.

At this stage of the proceedings, His Worship adjourned further hearing until to-morrow afternoon.

A FATAL FALL.

WORKMEN'S 90 FEET DROP.

PLANK OF 1 1/2 INCHES SNAPS.

WOOD TOO THIN FOR THE HEIGHT.

On the afternoon of June 17th three Chinese workmen employed in connection with the construction of the new Fire Station and Government Building in Des Vaux Road Central (opposite the Central Market) and in Connaught Road Central, dropped from a height of 90 feet from the fifth floor to the ground level. Their fall was caused by the snapping of a plank of 1 1/2 inches thick on which they were standing, and they received severe head injuries which resulted in their deaths at the Government Civil Hospital.

It was stated by an expert witness at the enquiry held by Major C. Willson, sitting as Coroner with a jury, at the Central Magistracy yesterday afternoon, that a plank of this thickness was certainly too thin to stand on at a height of 90 feet from the ground, and that a plank of at least 2 to 3 inches should be used in such circumstances.

AN EYE WITNESS.

The only eye witness of the accident, a Chinese painter, who was working on an adjoining plank to the unfortunate men, said that the three men referred to were whitewashing a portion of the building on the fifth floor. They were standing on a plank staging, one end of which was placed on the window, and the other on the scaffolding. About 4.45 in the afternoon one of the men walked across the plank which snapped in two, the three men falling a distance of about 90 feet to the ground.

BRITTLE WOOD.

Divisional Inspector C. Aris (in charge of the case) pointed out to the Coroner that the plank (produced) showed that the grain in the wood ran down and not across, which made it more brittle.

In answer to Inspector Aris, witness said that instructions had been given to the workmen that only two men at a time were to be on these planks. At this time there were three.

In answer to a further question, the witness said that he had never seen a Chinese foreman or a European inspect the planks.

THE INJURIES.

Dr. W. L. Paterson said that the three men were admitted to the Government Civil Hospital on June 17th at 8.15 p.m. They were all suffering from severe head injuries. One of the men died an hour after being admitted. He had a fractured skull and a lacerated wound in the brain, these injuries being the cause of his death. The second man died at 9.35 a.m. on the following day, and he died from cerebral hemorrhage and a lacerated wound in the thigh. The third man died later the same day, the cause of death in his case being a fractured skull and cerebral hemorrhage.

SNAPPED IN TWO PLACES.

The No. 1 Chinese foreman employed at the building of the new Fire Station said that when he examined the plank he found it had snapped in two places, while it had broken in a third place through striking the ground. The height of the fifth floor from the ground level was 98 feet.

In answer to Inspector Aris, the foreman said he had never received any instruction regarding how many men should work on the planks. The only instructions he had received was that it should be seen that the planks were the right thickness, and that if found to be too thin they should be changed. He had never seen any of his employers or officials in charge of the work inspecting the planks.

Referring to the broken plank, witness said this kind of wood was chiefly used for making cement moulds, and was not suitable for use as planking to be stood on at a great height from the ground.

EXPERT EVIDENCE.

Mr. R. P. Shaw, engineer in the architectural department of the P.W.D., said the work on the building had been contracted out to Messrs. Trollope & Colls by the Government. The only duties he had in connection with it was to supervise in the capacity of an architect on behalf of his department.

Asked by Inspector Aris to give his opinion on the suitability of the plank, and whether it was safe for three men to work on it at a height of 90 feet, Mr. Shaw replied that it certainly was not safe.

TOO MUCH RISK.

Proceeding, Mr. Shaw said that he would not risk his life on a plank only 1 1/2 inches thick at a height of 90 feet from the ground, whether the plank was defective or not. A plank used to stand on at that height should be at least 2 to 3 inches thick. This sort of wood was usually used for putting in casing for concrete floors.

Mr. Joseph Nichols, purchasing agent for Messrs. Trollope & Colls, said that his firm were carrying out the work of building the new Fire Station, it having been contracted to them by the Government. They in turn had sub-contracted. There was a European supervisor in charge of the work, but this man was unfortunately absent from the place on the date in question, owing to sickness.

(Continued on next column.)

FOREIGNERS' GRAVES.

DESECRATION OF PAKHOI CEMETERY.

MARBLE CROSSES HAMMERED DOWN.

Considerable indignation has been aroused amongst the foreign residents of Pakhoi, owing to the desecration of graves in the cemetery where foreigners are interred. Similar outrages have occurred before, and it had been thought that representations to the Canton authorities would have the effect of putting a stop to the iniquity.

On two occasions last year when two head-crosses on the graves of two Europeans were broken, the Canton Foreign Office promised to endeavour to effect the arrest of the guilty parties. These promises proved futile.

A warning posted at the Cemetery gate was later torn away, and marble crosses with inscriptions were actually hammered down.

A CHILD'S GRAVE.

The latest outrages in the Cemetery occurred a few weeks ago. A very big and substantial lock had been placed on the gate, but the vandals climbed over the iron enclosure and wrenched out one of the bars which they used in their work of destruction. Two head-crosses on the graves of two European women were destroyed, as well as the cross on the grave of a child. Attempts were also made in two places to dig to the coffin.

Similar outrages were perpetrated in the Roman Catholic Cemetery. The French Consul had recently protested against the destruction of crosses in the Cemetery. The broken crosses, which were repaired on that occasion at his request have, however, been again destroyed.

Respect for the dead is inherent in all civilized people. Chinese opinion surely cannot approve such cases of desecration. Such iniquitous outrages cannot but arouse indignation in the minds of all morally-minded people, and in future proper protection of the Pakhoi Cemetery is a duty which must be fulfilled by those responsible. Such wanton desecration is absolutely intolerable.

HONGKONG BOY SCOUTS' ASSOCIATION.

HON. DR. R. H. KOTEWALL THE NEW PRESIDENT.

At the invitation of His Excellency Sir Cecil Clementi, K.C.M.G., Chief Scout of Hongkong, the Hon. Dr. R. H. Kotewall, LL.D., has accepted the office of President of the local Boy Scouts Association, in succession to the late Mr. P. H. Holyoak.

The members of the Association consider themselves extremely fortunate in having secured so keen and sympathetic a President as Dr. Kotewall, who has continually given practical proof of his interest in and desire for the welfare of the Movement, which is steadily extending among the boys of the Colony. Most of the already existing twenty troops report increases in numbers and vigour, and three more troops are either already in being or in process of formation.

It is not yet fully realized that the main object of the Scout Movement is Character Training with a view to producing good citizenship, not of one particular State or form of Government, but of the World. Once this fact is grasped by the many, who still view the Movement with something akin to suspicion, there is no reason why Scouting in Hongkong should not grow by leaps and bounds, provided men can be found who will follow Dr. Kotewall's example, and from already busy lives spare just a little time for the benefit of this great World-wide Brotherhood.

WORKMEN WARNED.

The Chinese workmen, continued witness, had been repeatedly verbally warned not to take any risks in their work. There had never been an accident from the scaffolding before.

In answer to Inspector Aris, witness said an inspection of the bamboo scaffolding was carried out periodically, and only the best and stoutest material was used for it. The sub-contractors always supplied planks and such additional things, and they were entirely responsible for that part of the scaffolding. The painters selected their own planks, and it was extremely likely that they took the thinnest, as being the lightest to carry.

VERDICT AND RIDER.

The Jury returned a verdict of "accidental death," adding that no blame attached to Messrs. Trollope & Colls. They added a rider recommending that in future there should be frequent inspections of all scaffolding and planks, in order that the risk of accidents might be minimised.

The Coroner stated that the question of compensation to the relatives in Shanghai of the dead men was being attended to by the Shanghai compradore of Messrs. Trollope & Colls.

NEW SEASON'S CRETONNES FOR LOOSE COVERS.

WE IMPORT FABRICS PRODUCED PURPOSELY FOR THIS SERVICE, AND HAVE A STAFF OF EXPERT CUTTERS CONSTANTLY ENGAGED MAKING LOOSE COVERS.



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[L.A.S.]

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	THE COUNTRYSIDE	
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BY ORDER OF THE MORTGAGEE.

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WEDNESDAY, THE 14TH JULY, 1926, AT 3 P.M.

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For further Particulars and Conditions of Sale, Apply to—

MESSES WOO AND NASH, Mortgagees' Solicitors,

Nos. 4 and 6, Queen's Road Central,

OR TO—

MESSES LAMBERT BROTHERS, Auctioneers,

No. 8A, DUNDRELL STREET, Dated the 30th June, 1926. [3752]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION OF THE VALUABLE LEASEHOLD PROPERTY

Situate at Victoria in the Colony of Hong Kong and registered at the Land Office as SECTION A OF INLAND LOT No. 417 with the Premises thereon known as Nos. 1A, 2 and 3, TRIANGLE STREET IN ONE LOT.

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MESSES LAMBERT BROTHERS, Auctioneers.

THEIR SALEROOMS, No. 8A, DUNDRELL STREET, VICTORIA, HONGKONG.

For further Particulars and Conditions of Sale, Apply to—

MESSES WOO AND NASH, Mortgagees' Solicitors,

Nos. 4 and 6, Queen's Road Central,

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Hongkong, 1st July, 1926. [3753]

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BIRTH.

MARCEL.—On July 6th, at the Peak Hospital, to Mr. and Mrs. C. P. MARCEL, a son. [3750]

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JULY 7TH, 1926.

THE POWERS OF BRITISH

TRADE UNIONS.

It is very satisfactory to learn that an

inquiry is being demanded regarding the

legal position of Trade Unions in Great

Britain, and also as to the manner in

which Trade Union funds were recklessly

squandered in the late General Strike.

In view of what has happened something

of the kind was to be expected; and

there is no question that an inquiry is

desirable in the interests of all lawful

citizens whose rights were challenged

when the Committee of the Trades Union

Congress declared war on the nation as

a whole. It is also desirable in the in-

terests of the vast majority of Trade

Unionists, who are loyal men and never

wanted to strike. There is a widespread

feeling in England that steps should be

taken to curb the power for evil of any

body of persons like the revolutionary

extremists of the T.U.C., who stamped

the moderate men into the General

Strike. We understand that the Law

Officers of the Crown are engaged upon

a careful examination of the whole

Committee acted illegally and contrary

to law in ordering the General Strike

when there was no dispute with which

the Congress was concerned. An indus-

trial dispute is, of course, lawful since it

is the inalienable right of men to with-

hold their labour with the object of bring-

ing direct pressure upon their employers

to take a desired line of action—subject

to fulfilment of contracts. The funda-

mental difference of that and the General

Strike was that the latter was a political

weapon to impose the will of the body

that used it upon the country, even over

the authority of the Government, and

thus exercise an unconstitutional power.

Everyone will agree that the British

Government would be wise to adopt mea-

sures calculated to render a recurrence

of such a state of things impossible. But

we note that in some quarters at home

it is being said that since the menace

to the nation was removed, and an effort

at repetition is difficult to contemplate,

the matter might be allowed to rest

where it is. But that view is not tenable

where the authority of Parliamentary

Government and the existence of the

nation are at stake. The public in

general are not satisfied with things as

they are, and, moreover, Trade Union

members themselves do not know to

what extent their rules, as at present

drafted, leave loopholes for the recur-

rence of an event which might result

in the seizure of their funds and actions

for damages against individuals. What

seems necessary is a fresh definition of

the field of activity of Trade Unions

within the law, both to safeguard the

Unions against future error and to

secure fair play to members and the

public at large. By joining in the

General Strike the National Union of

Railwaymen depleted their funds by over

£1,000,000, and other Unions have had

to pay dearly, also, for participation in

the dangerous and wicked folly of their

so-called leaders. Clearly the rank and

file of Trade Unionists ought to be pro-

protected against raids on their financial

resources by politicians of the Socialist

Party.

One term relating to strikes which

requires to be strictly defined in the light

of "experience is "peaceful picketing,"

which is permitted under the provisions

of the Trades Disputes Act of 1906.

Stress is rightly laid upon the import-

ance of this particular point by public

men and others in England at the present

time. A definition of the word "peace-

ful" is especially needed. If we were to

judge by what occurred during the

General Strike the word is construed to

include the right not only of peacefully

obtaining or communicating information,

or of peacefully persuading any person

to work or abstain from working, as pro-

vided for in the Trades Disputes Act, but

as embracing the right of blockade, threat

and physical violence. There were

numerous instances in all parts of the

country where non-Unionists were in-

timidated by strikers. Individual work-

men desirous of engaging themselves to

employers were surrounded by fifty or a

hundred strikers and told to go home.

They went, of course, but with a curse

upon those who prevented them from

earning their bread. To regard this sort

of thing as "peaceful picketing" is a

monstrous abuse of words.

We are glad to know that it is being

urged upon the Government that, as a

safeguard to law-abiding Trade Unionists

against the tyranny of political ex-

trémists, a secret ballot of the members

should be taken before a strike is per-

missible. Further, no strike should be

allowed unless there is a clear majority

in favour of it. If the law were amended

on these lines we should no longer have

the lamentable spectacle of honest,

decent-minded British working men being

ordered out at the bidding of political

wire-pullers, many of whom, it may be,

are under the dominion of some alien

organisation, such as the International

A. B. I. quickly drafted and passed while

memories are fresh would ensure that

even-handed justice would be done as

between all sections of the community,

and we believe this would satisfy English

public opinion at home and abroad.

There is to be a meeting of the Chinese

Chamber of Commerce to-morrow after-

noon.

The Church of England Men's Society

held a social gathering at the Cathedral

Hall last night.

COBHAM'S FLIGHT.

MECHANIC SERIOUSLY HURT
BY BURSTING PIPE.JOURNEY INDEFINITELY
DELAYED.

[THROUGH REUTER'S AGENCY.]

LONDON, July 6th.

The Times is informed from Basra that Cobham's flight to Australia has been indefinitely delayed because the mechanic, Elliott, has been seriously hurt, owing to the bursting of the petrol pipe when the machine was flying through the intense heat and sandstorms from Baghdad to Bushire.

Cobham, consequently, alighted near Basra, and Elliott was removed to the Air Force Hospital for an operation to be performed.

Cobham was much upset, and paid a tribute to Elliott's fortitude.

LATER.

The cause of Elliott's injury is uncertain.

One report says that he was hit by a rifle bullet whilst passing Hammarlake. He is progressing favourably at the Air Force Hospital at Basra.

[BRITISH WIRELESS SERVICE.]

MINERS' HOURS BILL.

LORD CECIL EXPRESSES HIS
VIEWS.

WAGES QUESTION.

RUGBY, July 5th.

In moving the second reading of the Coal Mines Bill in the House of Lords this evening, Lord Cecil emphasised that the Bill was a temporary, permissive and emergency measure which did not interfere with the seven hours day principle. He said the problem they had to overcome was how to keep the mining industry going and he could not help feeling that the economic case against the lengthening of hours had been, in some respects, exaggerated. It would be a mistake to treat the Bill as the whole policy of the Government. It was only part of that policy and the suggestions of the Coal Commission would be carried out, with the exception of the nationalisation of royalties and municipal trading. The Government were considering the latter question very carefully. He believed there was a strong case for the amalgamation of mines in many cases, and that it would mean a considerable saving in working costs. He was also attracted by the proposal of the Commission regarding selling agencies, where something material might be done. Lord Cecil complained of the negative character of the opposition's policy. He added that the Government were ready at any time to resume the work of negotiation and mediation.

NEW WAGE OFFERS.

Mineworkers of Scotland, the Forest of Dean, the Bristol area, as well as those of Yorkshire and Warwickshire, have now posted new wage offers, all showing the maintenance of pre-stopping rates in return for a longer working day. Half a million men are affected by these offers. Others areas will post their wage offers during the week.

It is expected that by Thursday, when the Bill will probably become law, about three-quarters of a million miners will have the offer of work at the old rate of wages for an extra hour per day. Meanwhile, the miners leaders continue to urge the men to refuse to go back until they get their full demands, which are no reduction in wages, no increase in hours and no district agreements.

WAGES BOARD QUESTION.

Asked in the House of Commons to-day whether he intended setting up a Wages Board in the coal industry such as had been satisfactorily established in the railway and other industries, the Premier stated that the success of such a Board in any industry depended upon the desire of the industry itself to make it succeed. This was recognised by the Royal Commission, whose comment was that there might be advantages in having a Board of this sort, if the two parties agreed. As this condition was not at present fulfilled, he did not think it would be necessary to pursue the proposal for the moment.

HOUSING CONDITIONS.

HEALTH MINISTRY TO MAKE NEW
PROPOSALS.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 5th.

The Ministry of Health intends to make fresh proposals to Parliament this year dealing with village housing and will, next year, put forward fresh measures to facilitate slum clearances.

This statement was made to-day by Sir Kinsley Wood, Parliamentary Secretary to the Health Ministry, at a Conference on Child Welfare. He mentioned that in Britain, the infant death rate, which in 1900 was 154 per 1,000 births, had since been reduced to 75 per 1,000. The need for further improvement was being met by the rapidly increasing number of maternity and infant welfare centres.

FOOT AND MOUTH DISEASE.

WHY CONTINENTAL SUPPLIES
ARE PROHIBITED.

RUGBY, July 5th.

Replying to a question upon the recent Order prohibiting the import of continental fresh meat into Britain, the Rt. Hon. Walter Guinness, Parliamentary Secretary to the Ministry of Agriculture, said it was instituted because of the actual discovery of foot and mouth disease in three such consignments. No case of disease could be traced to Argentine meat, and, in the absence of definite proof of disease, prohibition of chilled and frozen meat from the Argentine would not be justified.

KING OF SPAIN HONOURED AT
OXFORD.

RUGBY, July 5th.

The Degree of Doctor of Civil Law, by diploma, was conferred upon the King of Spain in the Sheldonian Theatre, Oxford, by the Chancellor of the University, Lord Cave, to-day.

[THROUGH REUTER'S AGENCY.]

LABOUR LEADER'S VIEW.

PREMIER DENOUNCED AS "A
DANGEROUS HYPOCRITE."

LONDON, July 5th.

The Railway Companies, the Government and Mr. Baldwin were bitterly attacked by Mr. Dobbie, President of the National Union of Railwaymen, in a speech at the annual conference of the Union at Weymouth.

He said that the general strike had roused class consciousness in the workers, whose spirit on the ninth day of the great fight was better than on the first. The Railway Companies were determined to make the railwaymen pay the penalty of their strike losses, "but before long we shall demonstrate that the temporary victory of the employing class is only the prelude to a great working-class triumph."

Mr. Dobbie denounced Mr. Baldwin as a dangerous hypocrite. He talked of his rural contemplation of a pig, but he appeared to have learnt more from the fox, gaining his ends by posing as a friendly-disposed opponent.

PRESS REPRESENTATIVES LEAVE.

The N.U.R. Conference at Weymouth adopted a resolution that only representatives of Trade Union papers be eligible to report the proceedings, despite a speech by Mr. J. H. Thomas, declaring that such a resolution would only make the Conference ridiculous and adding that the Press representatives were as good Trade Unionists as the mover and seconder of the resolution.

Every Press representative left the room after the adoption of the resolution by a show of hands.

ACCOUNTANTS' CONGRESS.

OPENING OF INTERNATIONAL
GATHERING IN AMSTERDAM.

AMSTERDAM, July 5th.

Over 500 delegates, representing a score of European countries and the United States, were present at the opening of the International Accountants' Congress.

The Burgomaster made a speech of welcome, which contained passages delivered in English, French, Dutch and German.

THE AUSTRALIANS.

A WET CLOSING DAY.

NOTTS DEFEATED BY INNINGS
AND 136 RUNS.

[THROUGH REUTER'S AGENCY.]

LONDON, July 5th.

Continuing at Nottingham to-day before a crowd of some sixteen thousand, the Australians added 286 for the last eight wickets. The weather was dull, and the wicket good.

W. Bardsley, who was 57 not out when stumps were drawn on Saturday, was defeated without the addition of a single run, T. J. E. Andrews went on to make 91, and W. M. Woodfull carried his bat for 102 not out.

O. G. Macartney on Saturday scored 81, the four men making 361 of the Australian total of 468.

Larwood, the Test bowler, took three wickets for 88 runs, while Richmond's three wickets were secured at a cost of 44 runs apiece.

Notts, batting in the short time remaining before time was due to be called, had a disastrous experience six wickets falling for only 94 runs. Notts need 181 runs to avoid the innings defeat.

LONDON, July 5th.

At Nottingham a start was delayed by rain. The wicket was soft, and there was a very poor attendance.

The Australians won by an innings and 136.

Notts scored 139, Mailey taking 8 wickets for 81.

WARWICK V. SOMERSET.

Warwick scored 300 (Kilner 55, Wyatt, 102), J. C. White taking 7 wickets for 62 in the first innings.

Somerset knocked up 330 (M. Lyon, 80) Mayor taking 5 wickets for 35.

GLAMORGAN-DEERY MATCH DRAWN.

The match between Glamorgan and Derbyshire at Pontypridd was drawn. Glamorgan scored 291 (Bell, 54; Clay, 59; Riches, 139). Storer took five wickets for 90 runs.

When stumps were drawn Derbyshire had amassed 181 for 7, Bowden having scored 71.

ANOTHER EARTHQUAKE.

OVER 400 CASUALTIES REPORTED
FROM PADANG.

LONDON, July 5th.

A message from Padang, Sumatra, says that a new heavy earthquake shock has occurred at Fort de Kock. Several buildings were severely damaged.

There was panic everywhere, and the total fatalities, so far, have been over 400.

RELIEF FUNDS OPENED.

Amsterdam, July 5th.

Funds to relieve the victims of the earthquake in Sumatra have been opened throughout Holland.

CHOLERA.

NEGAPATAM DECLARED TO BE AN
INFECTED PORT.

LONDON, July 5th.

The Government of the Dutch East Indies has declared Negapatam to be infected with cholera.

NEW WORLD FLIGHT.

MARQUIS DE PINEDO MAKING
ARRANGEMENTS FOR START.

BATAVIA, July 5th.

The Italian airman, Marquis de Pinedo, has arrived here on a visit, planning a 60,000 mile world flight, starting from Italy, crossing the Atlantic to North America, thence via the West Indies to South America, across the Pacific to New Zealand, to Java, Singapore, India, Cairo and home again.

REICHSBANK RATES.

BERLIN, July 5th.

The Reichsbank has reduced the discount rate to 6 per cent. and the deposit rate to 7 per cent.

COST OF THE STRIKE.

VOTE OF £3,000,000 TO MEET
EXPENDITURE.

[THROUGH REUTER'S AGENCY.]

LONDON, July 6th.

A White Paper has been issued covering a supplementary estimate of £3,000,000 to meet expenditure in connection with the general and coal strikes. The figure includes:—

Food Organisations, £197,000.

Transport, £20,000.

Coal Consumption and Distribution, £3,000.

Police, £165,000.

Also the purchase of imported coal.

LONDON, July 6th.

The White Paper stated the total supplementary estimate is £3,433,000, of which £433,000 is for purposes arising out of the General Strike, the £3,000,000 being required for the purchase and importation of coal.

FRENCH FINANCES.

M. CAILLAUX TO ADOPT EXPERTS'
PLAN.

PARIS, July 5th.

At a meeting of the Cabinet M. Caillaux declared that a statement would be made in the Chamber on July 6th, showing that he entirely approves of the finding of the Experts Committee, and intends to have them fully carried out. The Cabinet approved of the statement.

FRANCO-SYRIAN WAR.

MORE FIGHTING AGAINST JEBEL
DRUZES.

PARIS, July 5th.

A message from Beirut, Syria, says that 35 rebels were killed during a French advance in southern Jebel Druze. The French reached Mafha without incident, and many ringleaders have submitted.

FRENCH TRAIN DISASTER.

OFFICIAL FINDING AS TO CAUSE.

PARIS, July 5th.

The cause of yesterday's train accident at Poissy, is officially ascribed to the fact that the train was diverted to a loopline, and the driver, being unaware of the change, maintained a speed of fifty-six miles per hour, which was too fast for a secondary track.

[REUTER'S AMERICAN SERVICE.]

HISTORIC AUTOGRAPH.

ALLEGED TO HAVE BEEN STOLEN
FROM STATE.

NEW YORK, July 5th.

A message from Atlanta, says that the Georgia State authorities announce they will sue for the recovery of the autograph of Mr. Winnett, who was one of the signatories of the Declaration of Independence, which was auctioned recently for \$25,000. It is alleged that the signature was purloined from the State archives.

AMERICAN SUBMARINE.

S81 SALVAGED AFTER MONTHS
OF WORK.

WASHINGTON, July 5th.

It is officially announced that the Submarine S81, which sank in 135 feet of water off Block Island last autumn, has been raised to the surface. It will probably be towed to the Brooklyn Navy Yard and opened in order to remove the score of bodies of the crew for funeral with full naval honours.

IPOH AMENITIES.

HOTEL GUESTS AMUSING
PETITION.

The following is a copy of the petition of the guests at the Station Hotel, Ipoh, referred to in our "By the Way" column, says the Straits Echo:—

We should like to draw your attention to the obnoxious fact that in Room No. 5 a gramophone is daily operating from early dawn to dewy eve. We should not tender this complaint if we thought that the occupants were addicted to the absorption of unnecessary quantities of spirituous liquor, human weakness with which we are in sympathy; but after making thorough enquiries, we have elicited information which causes us to come to the painful conclusion that these people are staunch adherents of that famous and (in certain circles) popular crank Mr. Pussfoot; as we find that the signature of neither has been discovered autographed on any bit for liquor since their arrival in the hotel. We hope, Mr. Manager, that you will give this complaint your personal and careful investigation and take the necessary action to bring about a cessation of this intolerable nuisance.

We assure you, dear sir, that this plan method of entertainment is not calculated to reflect very great credit on the management of your Hotel, which in the past, has been noted for its courtesy and careful attention to the comfort and well-being of its guests.

FAR EASTERN CABLE.

NEWS.

[THROUGH REUTER'S AGENCY.]

PEKING POLITICS.

ADMIRAL TSAI TO TAKE UP
FOREIGN AFFAIRS PORTFOLIO.

PEKING, July, 6th.

The resignation of Admiral Tsai Ting Kan from the Revenue Council and the Chinese Tariff Conference Delegation, which was reported on the 2nd instant, is possibly explained by the fact that it is reported on good authority that he will take up the Foreign Affairs portfolio.

ACTING PREMIER TO CARRY ON.

LATER.

The first meeting of the Tuh Si Kuei Cabinet was held this afternoon. No change was made in Tuh Si Kuei's position. It was resolved that he would carry on as acting Premier and Minister of the Navy. Tsai Ting Kan was appointed Acting Minister of Foreign Affairs, his resignation as Tupan of the Shui Wi Chu being rejected. It is understood that Marshal Wu Pei Fu has persuaded Tsai Ting Kan to accept the foreign portfolio so as to expedite the Tariff Conference.

SIR W. B. LEISHMAN DEAD.

DIRECTOR-GENERAL OF ARMY
MEDICAL SERVICE.

WON FAME IN SCIENCE.

Lieut.-General Sir William Boog Leishman, Director-General of the Army Medical Service since 1923, has died, in London after a short illness.

Sir William's name was known to bacteriologists all over the world, and particularly in the realms of tropical medicine. He was, indeed, one of the pioneers of tropical medicine, and the elucidation by him of a curious Oriental fever resulted in the disease being named after him, "Leishmaniasis."

Once during the war an officer was asked whether it was correct to refer to him as Sir William or as Colonel Leishman. "He's big enough" to be called "Leishman," was the reply.

HONORARY PHYSICIAN TO THE KING.

Sir William, who was born in 1853, and was a blunt Scot, was an honorary physician to the King. He succeeded Lieut.-General Sir T. H. Goodwin as Director-General of Army Medical Services.

He began his career in the R.A.M.C., in which, at the time of his death, he had served 39 years. During the war he was mentioned three times in despatches and was awarded the Legion of Honour.

RESEARCH WORKER.

As Director of Pathology at the War Office, prior to his appointment as Director-General, he carried out some of his most valuable work in connection with tropical medicine and with medical questions relating to chemical warfare. "Tommy" too, owes a great deal to him for the better health he enjoys on service in the East.

Leishman's stain for the microscopical examination of blood is used in every laboratory in the world.

When he was appointed Director-General of the Army Medical Services, his great satisfaction was expressed for it was the first occasion in the history of Army medical work that a man had been chosen to be head of the department who was "first of all a scientist, and an administrator and soldier afterwards."

Only six or seven weeks ago, by an Order in Council, Sir William was appointed a member of the Medical Research Council.

He was a member of the Yellow Fever Commission in West Africa from 1913 to 1915, and of the Medical and Sanitary Advisory Committee for Tropical Africa at the Colonial Office in 1913.

"FOOT-AND-MOUTH" INQUIRY.

He served as chairman of the Foot-and-Mouth Disease Research Committee in 1924, and was a member of the Scientific Advisory Committee of the British Empire Cancer Campaign in the same year. He wrote a number of works of a medical and scientific nature.

Mr. Gibbon was the son of the late Professor W. Leishman, and married in 1902 Maud Elizabeth, the eldest daughter of the late Lieut.-Colonel E. Gunter.

NOVELIST DEAD.

ADVENTUROUS CAREER OF MR.
PERCEVAL GIBBON.

Mr. Percival Gibbon, the novelist, died in Guernsey last month, aged 47.

He was born at Trelech, Carmarthenshire, and was the eldest son of the Rev. J. Morgan Gibbon. He was educated at the Moravian School, Konigsfeld, Baden.

Mr. Gibbon served in the merchant service in British, French and American ships, and travelled extensively as a journalist, and was correspondent in South-Central and East Africa, America and Europe. During the war he became a major in the Royal Marines.

Among his publications are "African Items" in verse, the novels "Souls in Bondage," "Salvator" and "Margaret Harding," and a number of volumes of short stories, the best known of which are "The Young Grobelaar's Leading Cases" and "The Adventures of Miss Gregory."

EXCHANGE OF HOUSES.

AN AGREEMENT WHICH WAS
ABROGATED.

EUROPEAN'S MISFORTUNE.

The landlord and tenant had agreed to exchange residences, but when the time came both parties defaulted. The tenant had given notice to a sub-tenant of the ground-floor of his house, who left at the specified time. But as the landlord did not carry out the conditions of a contract whereby he should have exchanged residences with the tenant, the latter stayed on at the house, and only paid for the portion which he occupied. The ground floor was unoccupied and he refused to pay rent for it. The landlord thereupon issued a distress warrant in respect of \$707.70 for rent due.

At the Summary Court yesterday, the tenant, Mr. W. H. Kelly, of No. 38, Nathan Road, applied for a discharge of the warrant. He was represented by Mr. Leo d'Almada. The landlord was Mr. Y. C. Lau, represented by Mr. A. E. Hall.

Mr. Kelly said that at the request of his landlord he had agreed to remove from 38, Nathan Road, to No. 44, at the end of December, 1925. The latter was occupied by Mr. Lai. Witness paid \$138 a month rent, but had sub-let the ground floor for \$98 a month to Mr. Charles, Manager of the Roxor Advertising Company. When the exchange of houses was arranged he gave Mr. Charles notice to quit. When the specified date for the exchange came, the landlord would not remove, and witness had to remain where he was. He only paid him the rent for the upper floor. Witness considered he was justified in doing so, as his landlord was to blame that the ground floor was unoccupied.

In reply to Mr. Justice Wood, witness agreed that he had never obtained his landlord's consent to stay on as tenant of one floor.

His Lordship found for the landlord with costs, but agreed to stay the execution of the warrant for 14 days, pending an appeal.

UNSATISFACTORY.

CHINESE WOMEN LITIGANTS.

ALLEGED LOAN DISPUTE.

Before Mr. Justice Wood, at the Summary Court yesterday, a Chinese woman sued another woman for \$200, alleged to have been money lent.

Plaintiff was represented by Mr. W. D. Owen and defendant by Mr. A. E. Hall.

In evidence, plaintiff in support of her contention that the defendant borrowed money from her, said that she herself had to borrow to lend to the defendant. She denied knowledge of a Chinese named Pang Fook Lin or that she had lent money to him, and was suing the defendant as guarantor. The loan to defendant had been as principal. She obtained a promissory note from the defendant but she was told it was rather vague so she got defendant to sign another one.

Mr. Hall spoke of a previous writ which the plaintiff had taken out against Pang Fook Lin for the sum of \$300 in regard to which the present defendant was stated to be a guarantor. Plaintiff had failed in her case then and he suggested that this action was the result.

He also referred his Honour to certain discrepancies in dates on the promissory notes and dates on the stamps.

His Honour said he was not satisfied that the plaintiff had made out her case, and dismissed the claim with costs.

INDIAN YOUTH AS THE WORLD
TEACHER.THEOSOPHICAL CONVENTION
CONFIRMS BELIEF.

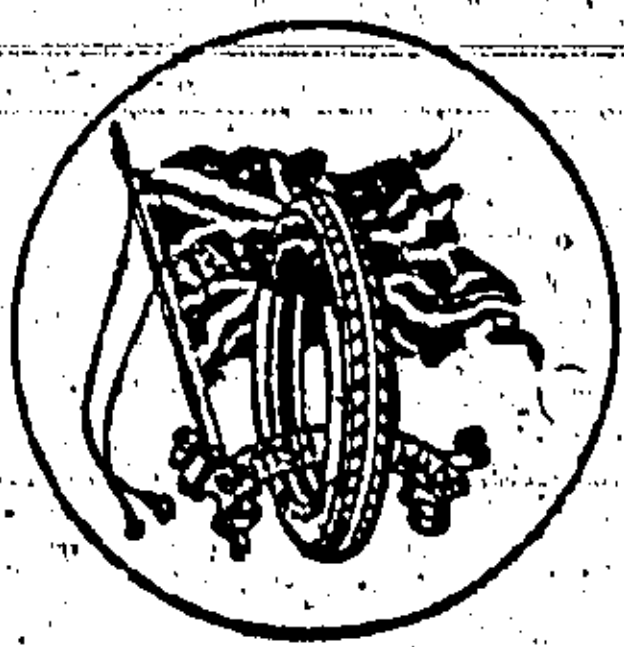
LONDON, July 12th.

The Convention of the Theosophical Society, held in the Queen's Hall, was attended by delegates from Ceylon and other countries. It accepted by 600 votes to 30 Krishnamurti as a world teacher.

The opposition was led by Mr. Loftis Hare, an ex-member of the Council, who moved a resolution declining to support the President's efforts to force upon the Society a new world religion and new alleged world teachers.

Mrs. Bennett threatened to resign the presidency if the Society did not allow her liberty of thought. She said if the Convention passed Mr. Hare's motion they would give up the doctrine of reincarnation, which was not excluded from Christianity.

An amendment moved by the Hon. L. S. Bristol, ex-Judge of Pretoria, was carried, as stated, by an overwhelming majority. The amendment declared that the Convention welcomed all new expressions of religious truths from whatever source, and urged upon Fellows of the Society a receptive attitude towards every declaration of such truths with the view to the fuller realisation of universal brotherhood.



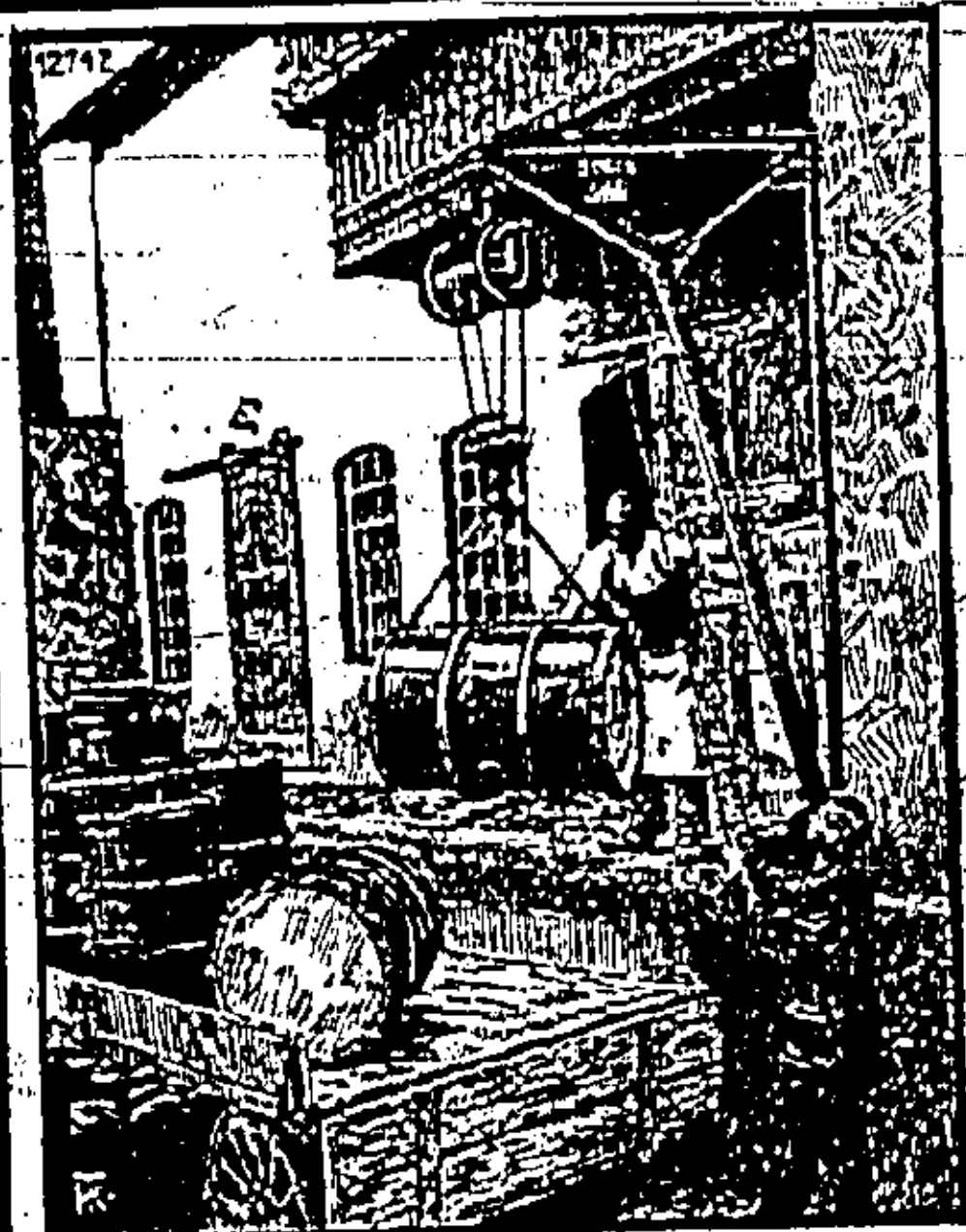
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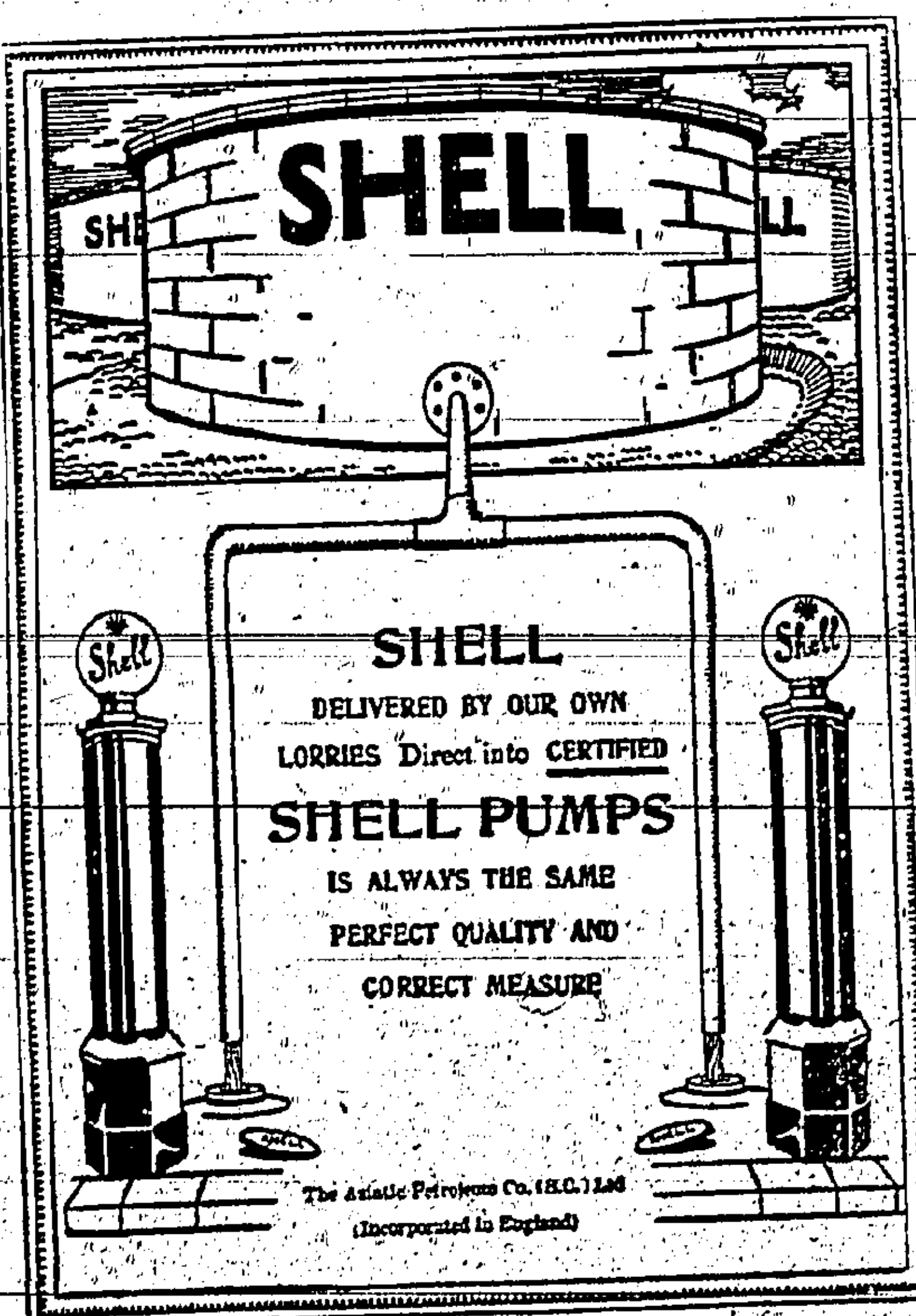
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SOCONY
MOTOR OILS
AND
GASOLINE

Motoring Notes: A Weekly

Review dealing with matters of interest to
all local motorists.—The Silent Car—A Well tuned Engine.

(BY AN OWNER-DRIVER.)

It has often been said that "familiarity breeds contempt." It is remarkable that, in this mechanical age, many people should be so afraid of the mechanism of a car. They should try to become more familiar with it.

At forty we are all supposed to be either doctors or fools. The younger generation in England and America at the age of twenty either know something about motor-cars or are not very intelligent. The difficult individual is the middle-aged man who says "the machine is too complicated," of course it is quite simple for him to understand if only he will take a little trouble.

Now-a-days the engine of a car is usually so silent that there is practically no noise when it runs. If a noise develops it is as well to ascertain the cause. Only it is foolish to make a panic about it.

The extremes of carelessness and over-anxiety are difficult to avoid. The man who stolidly refuses to take any interest in the mechanism becomes alarmed at the first sign of trouble.

NOT EVERLASTING.

The machinery that will not wear out has yet to be invented. Motor-car mechanism wears out in time. The actual useful life depends on two factors. One is the quality of the machinery and the other is the care and attention given to it.

The good driver knows his motor's voice. There comes the day in the life of every car when the voice utters a note of warning. What is to be done?

First of all locate the noise. Make up your mind as to whether it is produced by the engine, the transmission or the body parts of the car.

Let the engine run free with the clutch in neutral. Manipulate the accelerator so as to vary the speeds of the engine.

If there is no result, then jack up both rear wheels and run the engine with the clutch in and first one gear and then another connected up.

A few weeks ago a local motorist complained to the writer that his car was "rattling." We proceeded as above. The noise was located at the differential, we examined it and found that a piece of one of the teeth of the wheel had become loose. The pinion was also damaged.

ENGINE "KNOCKS."

If the engine makes a noise when running free, the next thing to do is to locate the noise in the engine itself.

It may be due to worn bearings—big end or judgment pin.

If the engine is turned round by hand the noise can be located, especially if the valve caps are removed. If the knock is due to worn bearings they must be renewed. That is no job for the amateur.

A common cause of engine "knock" is advanced ignition. After the spark-lever at the first sound of a knock.

It is also a good plan to change gears if there is a knock going up hill. A heavy load will produce a knock, caused by overloading.

"Never hang on" until the last second on top gear. The gear box is placed in the car for use. Nothing is worse for an engine than the thumping due to overloading it. Now-a-days engines are designed to run at high speeds. It is a mistake to wait until the engine is running slowly before changing gears.

VALVE ADJUSTMENTS.

Sometimes the knock is due to hammering of the valves. The springs may be too strong or the tappet clearances excessive.

It is absurd to expect the coachwork of the cheaper models to be as good as that placed on a high priced car.

The coachwork sometimes "squeaks." Some years ago a second-hand car was for sale. It was tried out by a number of purchasers but none of them would take it. At last it dawned upon the owner that possibly a small squeak in the body work was the reason.

On enquiry one of people who had taken a trial run said: "We were alarmed by that noise. We called it 'the canary.' We felt sure that there was something wrong with the car."

There have been very great improvements in the body work of cars since those days.

LEAKAGES.

Another cause of noise is the escape of gas from the engine cylinder.

It must be remembered that during the working stroke the gas is under a very high pressure.

There are joints that may leak. The escape of the gas causes a noise that may easily be mistaken for something metallic.

If the sparking plugs are not screwed down firmly the noise will appear. Just try leaving one plug a bit loose and start up the engine. It will be easy to recognise the noise next time if you locate it in this way.

SLEEVE VALVES.

Many years ago an inventor named Knight journeyed to London in the hope of selling his invention. So many inventors do that.

Knight was of a mechanical bent of mind. He had the idea that the ordinary tappet valve would always make some noise. So he made up his mind to build an engine with a noiseless valve arrangement.

He produced a petrol engine with what are technically known as "sleeve valves" and he called it the "Silent Knight." It was a good name.

It is not an engine that can be manufactured as cheaply as the ordinary tappet valve engine. It is, however, silent and simple. It is a design that saves periodical adjustments.

It has been running in some cars for many years and we may hope that Mr. Knight has made a fortune out of his ingenious idea.

It is claimed that there is very little carbon deposit in the cylinders with this type of engine. Experience has shown that it lasts a long time.

For many years a car with such an engine was run by the officials of the Taikoo Dockyard. It originally belonged to Mr. David Landale and was one of the first few cars to make its appearance in Hongkong.

There is a story that it crashed into a lamp-post and smashed one of the cylinders. It is said that the engineers of the Taikoo Dockyard repaired the engine. It was a tricky piece of work, but it was successful.

A six-cylinder model, with a Knight engine English rating 20.7 horse power (tax 221), has been put on the market at the very reasonable price of £335. It is the price in England. That is for a five-seater touring car. The saloon body on the same chassis is priced (in England) at £495.

As far as can be ascertained that is the lowest price at which a car with a "Silent Knight" sleeve valve engine can be purchased.

A NEW INVENTION.

There are, for all practical purposes, only two types of petrol engine on the market, viz., the tappet-valve and the sleeve valve engine. Both have pistons and reciprocating mechanism.

Until about thirty years ago all steam engines had reciprocating mechanism. Then came the steam turbine.

Many motorists wonder why there is no turbine working with petrol and air. It is not because inventors have neglected the problem.

For a quarter of a century, in Europe and America, scientists and engineers have tried again and again to produce an engine working on the turbine principle and suitable for cars.

The great stumbling block has been the high temperatures which arise when petrol gas is exploded. It seems essential to remove some of the heat from the metal in contact with the gas lest it melts. All sorts of materials have failed when tested for high temperatures.

It is not easy to cool anything that is whirling round and round in a circle. The blade of a turbine might be made hollow. It is fairly simple to get the cooling water in, the difficulty is to get it out.

A NEW STEEL ALLOY.

It has recently been stated that a well-known firm of steel makers in England have produced a new steel alloy which is capable of withstanding very high temperatures.

It is said that it has been used in the construction of a gas turbine, which has rotated at the incredible speed of 55,000 revolutions per minute.

The working temperature is 1,650 degrees Fahrenheit. If the above statements can be confirmed by official figures we may safely prophesy a revolution in the design of cars.

Speaking roughly, the size of any mechanism for producing power varies inversely as the speed.

A petrol engine running at 4,000 revolutions gives twice as much power as an engine running at 2,000 revolutions per minute.

The maximum speed for a petrol engine, so far, is about 6,000 revolutions per minute. If that is increased up to 25,000 we may expect the size of a twenty horse unit to be about one-tenth the size of the present type of engine.

In addition we shall have much less wear and tear of working parts. There will also be less noise. For wear and tear always produces noise. In other words noise has to be paid for.

PROGRESS CONTINUES.

It is premature to build hopes for immediate change because of the announcement that a new steel alloy has been discovered. However, we have seen so many new inventions suddenly become commercially successful—broadcasting for example—that we may well hope for the best.

There has been steady progress during a quarter of a century in motor mechanism. Perhaps we are at last to have what engineers have been longing for—a petrol driven turbine.

RACING EVENTS.

It is to be hoped that the efforts to stimulate interest in motor-cycles made by the enthusiasts attached to the section of local volunteers with mechanical vehicles will be a success.

It is to be held on Saturday next and is well worth the attention of all motorists.

In Great Britain there are various events of an entertaining nature organised by motor clubs.

Recent results have shown that the amateur is willing to take part in competitions which must take up a great deal of spare time.

BIG RACES.

The French Grand Prix is a famous race which arouses interest all over the world.

An effort has been made to limit the ultimate speed of a racing car so as to make racing less dangerous.

There are, at present, three governing regulations for the purpose. The car must be of a certain minimum weight. The engine must be of a certain definite capacity. The body must be not less than a certain width.

Wind resistance is an important factor in racing. It is believed that the effect of the wind only on a car with a body of a certain area will in itself limit the ultimate speed. If more resistance is needed screens of a definite area would retard each car by about the same amount.

Drivers, for whom the regulations have been introduced in the hope of making their work less dangerous, object to them.

It is probable that wherever a speed of about 100 miles per hour or over is indulged in there will be accidents.

The objection to any limitations or artificial braking arrangement is that it is likely to retard progress of design.

Racing has done a great deal to encourage designers and manufacturers to introduce new ideas. It is now a fact that industry of the big races the manufacturer has to meet heavy expenses and the driver must be a man of iron nerve.

In Hongkong there is no racing track but some day there may be one. In the meantime we may wish the promoters of next Saturday's entertainment every success. Every local motorist should witness the show.

LOCAL MOTOR-BUSES.

It is said that a number of new "buses" are being purchased by the Kowloon bus companies. A correspondent informs us that by January next the three companies in Kowloon will have to place nine new thirty-seater "buses" on the road in place of twenty-seven light "buses" now running.

It does not seem certain what type of bus will be used, but we are informed that at least three firms manufacturing in England are making efforts to secure this order.

Probably the light "buses" that will be displaced will be used in the New Territory. The country folk out there, seem willing to use this form of transport. They appear to travel several miles to market.

The roads near Fanling are good and being fairly level the cost of running the buses should be quite reasonable.

We may look forward to the time when there will be a regular motor bus service between Kowloon and Canton.

Perhaps it would have been wiser to have built a road rather than a railway. On the other hand it is a fact that motor traffic facilities often increase the receipts of railways.

THE WEIGHBRIDGE.

The experience of many an owner who has seen or driven his car to the headquarters of the police during the past few weeks has been depressing. Most have now pay an increased tax. A friend who owns a car listed at sixteen hundredweight has an amusing story. He left about half a gallon of petrol in the tank, emptied the tool box and a good deal of the water from the radiator. He even removed the spare wheel. The latter was so noticeable that he turned back when on his way to the police station and replaced it, very reluctantly.

An encouraging friend advised him to take out his battery and self-starter. The latter is awkwardly placed but he spent a couple of hours in getting it out. His pluck failed him when it came to the battery—visions of what the police do in cases of conspiracy and fraud came to him.

At last his car was on the weighbridge. He thought it was "abs" over the sixteen hundredweight, as he watched the beam fall. "Surely you won't make me pay an extra eight dollars for just three pounds over?" he said to the polite attendant at the weighbridge.

"Don't you worry, Sir, the weight is sixteen hundredweight three quarters and three pounds."

Collapse of the anxious owner.

A FAIR DEED.

In actual fact quite a number of "small" car owners have been "caught" by this latest police trap.

It is only common sense that "light" car should pay a lower tax than a heavy vehicle. It does seem hard that a small two-seater must pay twenty-four dollars a year and a huge motor bus only about £250 a year.

It may be respectfully suggested to the authorities that the tax should be one dollar for each hundredweight or fraction of a hundredweight.

A word of praise is due to the attendants at the weighbridge. Those of us who have had any previous dealings with the always cheerful Sub-Inspector Alexander, who is in charge of traffic, knew that we should find our pathway to the weighbridge made as smooth as possible.

It was almost worth having to pay a bigger tax than we expected to see his face light up as he said "Just a bit more for the Hongkong Government, Sir, times haven't been any too good of late, they can do with a little help." Thank goodness that our local police have a sense of humour.

THE REVENUE.

The police in the traffic department are not only invariably good tempered but most of them have a very keen sense of humour.

One onlooker sergeant saw a "swank" vehicle on the weighbridge with its proud owner. As usual the owner protested about the verdict. He always had paid twenty-four dollars and it was an imposition to make him pay forty-eight, etc.

"One of the richer," said the sergeant's friend, making as valiant an effort as any cockney to get at the real French accent on the "nouveau."

"Aye, bless 'im, bringin' a furrin car up 'ere, and callin' 'imself British, Well, he's one of the 'nover poor' now and I wish he was more so."

The really sad part about the tax and the weighbridge is that, speaking generally, British cars are built more modestly and weigh heavier than Continental or American cars.

They say that, after paying for the weighbridge, a profit of about \$3,000 has been made this year on the old licenses. It was a good investment for the Government.

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WITH
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—DRY DOCKS—

Length 787 Feet.
Length on Blocks 750 Feet.
Depth on Centre of
Sill (H.W.O.S.T.) 34 ft. 6 ins.

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Capable of Handling Ships Up
8,000 Tons Displacement
Electric Cranes at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius

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NOTICE.

CONSIGNEES of Cargo from MARSEILLE, COGNAC, HAVRE, etc., at S.S. "COMMISSAIRE PIERRE LECOQ," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuable are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignee before 6 A.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 12th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Thursday, the 15th inst., or they will not be recognized.

All damaged Packages will be examined on Monday, the 15th inst., at 10 A.M., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

J. LIMAGE, Agent.

Hongkong, 6th July, 1926.

HAMBURG-AMERICA LINE.

"ERMLAND"

having arrived, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves, Delivery can be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 12th July, 1926, will be subject to Rent.

All Claims must reach us by 15th July 1926, or they will not be recognized.

All damaged Packages will be examined by Messrs. Goddard & Douglas (Marine Surveyors) at 10 A.M., on the 12th July, 1926.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JERSEY, & Co., Agents, Hongkong.

Hongkong, 6th July, 1926.

GIVE ORDERS IN PLAIN ENGLISH!

EARL OF CAVAN COMMENTS ON ARMY OFFICERS' STYLE

MANOEUVRES MIX-UP.

Criticism of the verbosity of military orders is a feature of the report on the Army Manoeuvres of 1925—the first since the war—drawn up by the Earl of Cavan, Chief of the Imperial General Staff, and submitted to the War Office.

On the whole, he says, the written orders were disappointing, and showed considerable divergencies from the general principles laid down in field service regulations.

The most frequent and pronounced errors were lack of simplicity in both form and wording, and lack of precision and conciseness.

To acquire a high standard in the writing of orders, frequent and continuous practice is essential, accompanied by a most critical examination of the details of the orders when written.

INCREASING DIFFICULTIES.

"War is a difficult art," comments the Earl of Cavan. "Complicated plans and complicated methods of execution add to these difficulties."

Ignorance of the contents of field service regulations resulted in many cases in confusion as to the intention of the commander and the method proposed for executing his plan.

INDEFINITE PHRASES.

The use of indefinite phrases—such as "until further orders," "as much as possible," "at least as far as," "at dawn," and "after dark," were frequently used and resulted in lack of co-ordinated effort and control. Their use must be avoided.

There was considerable lack of uniformity in the method by which indication was given to units of the Royal Air Force of the information required by the General Staff.

"Intention" was the weakest feature in most of the orders. The doctrine laid down in field service regulations was in many cases entirely disregarded, and where this happened there was inevitable confusion.

MORE STUDY REQUIRED.

The causes of failure were:—
Firstly, lack of decision.

Secondly, confusion as to what should be included in the paragraphs dealing with "information," "intention," and "method of execution," and

Thirdly, a tendency in stating the intention to go far beyond the immediate future.

The third fault was due largely to unavoidable pre-knowledge of the course of manoeuvres.

So pronounced was the confusion between the three paragraphs mentioned that in many cases it is almost impossible from the orders to ascertain the commander's intention. Lack of decision was frequently expressed in this paragraph, and often the "will" of the commander could not be discerned.

EMBEZZLED MONEY KEPT 17 YEARS.

DRAWN WEEK AFTER WEEK BY RELIEVING OFFICER.

"MENTAL ANGUISH."

A strange story of how a relieving officer employed by the Kingston Guardians embezzled money which he did not spend was related to the Kingston Borough Magistrate.

Bertram Augustus Harrington, of Richmond Road, Kingston, was summoned for embezzling £264. It was stated that he had retained the whole amount at his home for years and had repaid all the money to the guardians.

Mr. R. O. B. Lane, who prosecuted, said Harrington had been employed by the guardians as a relieving officer and collected since 1896.

In 1906, a man named Russell, who was receiving a pension from the Post Office, was admitted to a mental hospital, and the guardians claimed part of his pension, and eventually the whole of it, to meet the cost of his maintenance.

The weekly amount of the pension had been received by Harrington, who retained the money and did not enter the amounts in his account book. When the defalcations were discovered, Harrington was dismissed, and he had since repaid to the guardians the whole sum which he had improperly taken.

KEPT MONEY AT HIS HOME.

Mr. F. C. T. Littlewood, defending, entered a plea of guilty and said that Harrington took one or two of the pension warrants when he was in financial difficulties, but though it was unnecessary for him to use the money he could not put matters right without discovery and dismissal resulting.

Realising that his act must be discovered some day, he did not spend the money but week after week he drew the money and kept every penny of it at his home, nobody but himself being aware of its existence. For about seventeen years he had suffered great mental anguish and he had already had his punishment for his act.

In view of the fact that Harrington had lost his position and his pension, and had made full restitution to the guardians, the magistrates decided not to send him to prison. He was bound over for three years and ordered to pay £20 towards the costs of the prosecution.

SHIPPING.

PASSENGERS.

DEPARTURES.

Per M.M. s.s. *Paul Lecat*, for Europe.

July 27th—Mrs. H. Wakelin and child, Miss G. Shallenberger, Mr. C. T. Ames, Major W. H. S. Davis, Mr. C. B. Shank, Mr. and Mrs. A. de Ramon, and five children, Mr. F. Giraud, Mr. and Mrs. F. S. da Rosa, Mr. L. M. Lopez, Mrs. E. dos Romas, Mr. M. Dreyfus, and Miss S. Dreyfus.

Per M.M. s.s. *Porikos*, for Europe, on July 28th—Mr. and Mrs. Peterson and baby, Miss D. Lee, Sister Marie Luth, Mr. L. Caetano, Mr. C. Caetano, Mr. Longard, Mr. J. M. Le Bass, Mr. A. M. Lanco, Mr. A. J. N. Wood, Mr. F. Pouliquen, Mr. J. S. Willes, Mr. J. Willes, Mr. G. Marcel, Mr. A. Dumont, Mr. R. Petit, Mr. Ch. Ichteriz, Mr. E. Houis, and Mr. N. Kerhoas.

Per Dollar Line s.s. *President Monroe*, for New York and ports, on July 28th—Mr. A. E. Lunnings, Mr. P. Bailey, Mr. V. N. Bani, Mr. I. Pappo, Mrs. L. Somers, Misses Somers (3), Mr. L. Somers, Miss M. Smith, Masters W. Smith (2), Miss R. James, Mr. R. Carravantes, Mr. S. Almonzon, Mrs. F. Barnes, Master L. Barnes, Mrs. M. C. Wells, Mr. J. G. Ozorio, Mrs. Chas. W. Armstrong, Rev. and Mrs. O. L. Davis, Mr. Jas. B. Fugate, Mr. F. Gabriel, Mrs. J. Gabriel, Mr. J. A. O'Malley, Mr. M. E. Reyes, Mrs. A. F. Barnes, Master L. G. Barnes, Miss M. C. Bird, Mrs. M. C. Dykstra, Master J. T. Dykstra, Mr. C. Elkus, Miss A. A. Grabbli, Mr. P. Haakervitch, Mrs. V. M. McQuown, Master J. S. McQuown, Mr. and Mrs. J. C. Pace, Miss E. Pace, Master J. Pace, Miss E. G. Schoen, Mrs. J. A. Skyes, Mrs. M. E. Brewitt-Taylor, Miss Joan Brewitt-Taylor, Miss L. Toole, Mrs. O. D. Young, Mr. and Mrs. Jas. H. Jones, Miss V. Jones, Mr. E. N. Ladd, Mr. and Mrs. A. J. Stanton, Miss H. M. Bender, Rev. John Goff, Mr. John H. Goff, Mrs. C. A. Hallinan, Mrs. Jas. J. Hallinan, Rev. and Mrs. J. E. Knipp, Miss M. B. Landon, Miss L. A. Rouleau, Mr. and Mrs. R. D. Sears, Jr., Mr. O. S. Watson, Miss E. Whitlock, Mr. H. N. Young, Dr. and Mrs. J. E. Slaughter.

KING FUAD'S YACHT.

£120,000 CRAFT SHIPPED IN PARTS TO EGYPT.

Half the steelwork required for the construction of a luxurious new steam yacht for King Fuad of Egypt was loaded at Southampton in the P. & O. liner *Kashmir*, which later sailed for the Far East.

The yacht, which has cost £120,000 to construct, will be used by King Fuad on the River Nile.

The framework of the craft has been constructed by Messrs. J. I. Thornycroft & Co. of Woolston, and the yacht is actually assembled before being dismantled for shipment in two instalments to Cairo, where it will be finally built by the Public Works Department of the Egyptian Government.

The second shipment of steel and ornaments will leave in a fortnight. The yacht will be 235ft. long and 51ft. broad, with a speed of 8.9 knots.

Mr. Wolf Harris, of Queen's Gate, S.W., and of New Zealand, head of Messrs. Bing, Harris & Co., wholesale drapery merchants, Philippen, E.C., one of the founders of the city of Dunedin, left £263,393. He stated in his will: "I desire and sincerely hope that my sons and daughters will bring up their children in the Jewish faith, and that my grandchildren will remain in the Jewish faith and will marry persons holding that faith. I should like my two sons to keep up my annual holiday subscriptions to Jewish charities, including schools. My reason for not leaving any legacies to charities is that I have always contributed adequately during my lifetime."

SHIPPING NOTES.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 808.

The P. & O. s.s. *Ranpura*, which is due in Hongkong to-morrow morning at ten o'clock with the Home Mail and Sues, is one of the latest of the P. & O. fleet. She is commanded by Captain A. M. King, D.S.C., and has been temporarily diverted from the Bombay service to fill the gap consequent upon the annual docking programme. It will be recalled that last year a similar change was made by diverting the *Kaiser-i-Hind*, which vessel made the record post-war mail-run with a few hours less than 27 days.

The *Ranpura* making her first appearance in Hongkong, was like her sister ships, the *Ranchi*, *Rawalpindi*, and *Rajputana*, especially built for the Bombay mail service. The *Ranpura* and her sisters have been built from the designs of Mr. C. C. Deane, the P. & O. Co.'s Naval Architect, the *Ranchi* and *Ranpura* by Messrs. Hawthorn, Leslie & Co., Ltd., the *Rawalpindi* and *Rajputana* by Messrs. Harland & Wolff, Ltd. The furniture and furnishings have been supplied by Messrs. Waring & Gillow. The four vessels of the class have each a gross measurement of 16,000 tons. Their dimensions are length 548 feet, beam 71 feet, moulded depth 47 feet. Propulsion is by two sets of balanced reciprocating engines, developing 15,000 horse power, steam being provided by six double-ended boilers, burning oil fuel under forced draught. The vessels can maintain a sea-speed of 17 knots. The *Ranpura* sails from Hongkong for Shanghai on Friday at 10 a.m.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada*, Capt. S. Robinson, C.B.E., R.N.R., Commander, will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki and Yokohama at noon on Friday, July 24th.

VESSELS EXPECTED.

Canton (Swedish East Asiatic Co., Ltd.), due July 24th.

Delta (P. & O.), due to-morrow, about 6 a.m.

Empress of Russia (C.P.R.), due July 15th.

Ranpura (P. & O.), due to-morrow, about 10 a.m.

Santha (B.I. & Apear), due July 28th.

Tasman (Australian-Oriental Line), due July 14th.

SUNRISE AND SUNSET IN HONGKONG.

FOR JULY, 1926

(STANDARD TIME OF THE 120TH MERIDIAN).

Date	Sunrise	Sunset
July 27th	5.44 a.m.	7.11 p.m.
28th	5.44	7.11
29th	5.44	7.11
30th	5.45	7.11
31st	5.45	7.11
1st	5.45	7.11
2nd	5.45	7.11
3rd	5.45	7.11
4th	5.45	7.11
5th	5.45	7.11
6th	5.45	7.11
7th	5.45	7.11
8th	5.45	7.11
9th	5.45	7.11
10th	5.45	7.11
11th	5.45	7.11
12th	5.45	7.11
13th	5.45	7.11
14th	5.45	7.11
15th	5.45	7.11
16th	5.45	7.11
17th	5.45	7.11
18th	5.45	7.11
19th	5.45	7.11
20th	5.45	7.11
21st	5.45	7.11
22nd	5.45	7.11
23rd	5.45	7.11
24th	5.45	7.11
25th	5.45	7.11
26th	5.45	7.11
27th	5.45	7.11
28th	5.45	7.11
29th	5.45	7.11
30th	5.45	7.11
31st	5.45	7.11

CONSUMPTION HAS BEEN CURED.

A REMEDY FOR CONSUMPTION HAS BEEN FOUND.

Marvellous as it may seem after centuries of failure, a remedy has been discovered that has cured the deadly Consumption even in the advanced stages of the disease. No one will longer doubt that Consumption can be cured after reading the proof of hundreds of cases cured by this wonderful discovery—some after change of climate and all other remedies tried had failed, and the cases had been pronounced hopeless of cure. This new remedy has also proved itself effective and speedy in curing Catarrh, Bronchitis, Asthma, and other serious throat and lung troubles. In order that all in need of this wonderful produce of science may test its efficacy for themselves, a company has been formed to give it to the world, and a Free Trial Treatment can be obtained by writing the Clerk P. Tonkeman Co., Ltd. (Depot C387) 118/120, Fleet Street, London, E.C. 4, enclosing 6d. in British Postal Order to cover cost of carriage and packing, and mentioning this paper. The trial treatment will then be sent by return mail, carriage paid.

ABSOLUTELY FREE.

Do not wait if you have any of the symptoms of Consumption: if you have Chronic Asthma, Bronchitis, Asthma, pains in your chest, a cold on your lungs, or any throat or lung trouble. Write to-day for a free trial treatment and book of instructions, and benefit yourself before it is too late.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 6th.

	Previous Day	On Date	On Date
	at 2 p.m.	3 a.m.	2 p.m.
Barometer	29.67	29.67	29.67
Temperature	85	81	86
Humidity	73	87	72
Wind Direction	8	SSE	SE
Force	3	2	3
Weather	0	0	0
Rain	0.30	0.00	0.03

Highest open-air Temperature on 5th ... 86

Lowest open-air Temperature on 6th ... 68

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONGKONG TIDE TABLE.

From July 7th to 13th, 1926.

Days of Week	Day of Month	HIGH WATER.		LOW WATER.	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Wed.	7	7.20	6.5	0.41	2.8
Thurs.	8	7.45	6.8	1.15	2.2
Fri.	9	8.25	7.0	1.54	0.8
Satur.	10	9.00	7.2	3.45	0.6
Sun.	11	9.31	7.2	3.45	0.6
Mon.	12	10.1	7.1	5.6	0.5
Tues.	13	10.38	7.1	5.43	0.6
		10.38	6.8	4.15	0.8

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APIOL & STEEL

Sure and certain for all Female complaints. Every lady should keep a box in the house. Chemists and Stores sell them throughout the world.

Proprietor: MARTIN, Chemist, Southampton, England.

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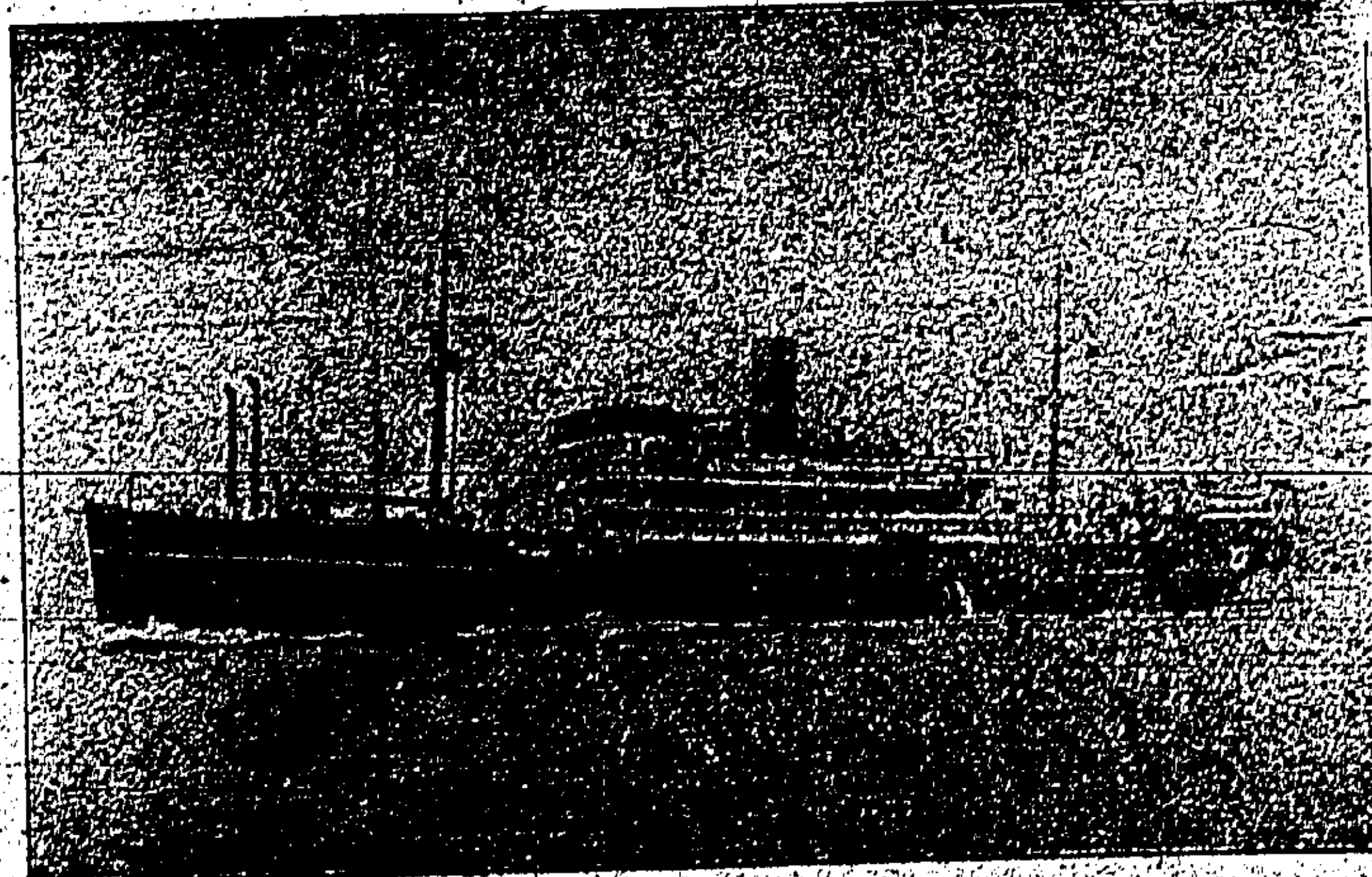
TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used—A.I. A.B.C. Fifth Edition: Engineering: First and Second Editions.

Western Union and Walker's, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and

Brass Founders, Forge Masters, Electricians.



S.S. "CHANGTE."

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Please address enquiries to the Chief Manager.

E. M. DYER, B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG



LAVOL

Try it tonight before you go to bed. Note that it gives you instant relief from the most distressing cold and pain. Then when you rise in the morning, note the almost unobtainable improvement in the condition of your skin. A cold, beautiful in color, softness, with a pleasing odor—delicious, yet a powerful agent for skin diseases.

It will keep chapped cheeks, dryness, etc. Disinfects, soothes, and cures. It is a powerful agent for skin diseases.

Hongkong, 6th July, 1926.

SHIPPING NEWS.

ARRIVALS.

July 5th.
Ludendorff, German str., 7,501 tons, Capt. Wulfoeber, from Hamburg and Singapore, with a general cargo, lying at Kowloon Wharf.—Reuter, Brockmann & Co.
Sui Yik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with a cargo of vegetables, lying at Luen Chong Wharf.—Fook Hoi & Co.

July 6th.
Ermland, German str., 6,521 tons, Capt. H. Eckhorn, from Hamburg via ports, with a general cargo, lying at Kowloon Wharf.—Jebson & Co.
Hai Ning, British str., 532 tons, Capt. W. C. Passmore, from Amoy, with a general cargo, lying at Douglas Wharf.—Douglas, Lapraik & Co.

Huichow, British str., 1,222 tons, Capt. R. Ashby, from Tientsin and Weihaiwei, with a general cargo, lying at buoy No. C34.—B. & S.
Kwang Sang, British str., 1,428 tons, Capt. C. A. Robertson, from Shanghai, with a general cargo and pigs, lying at West Point Wharf.—Jardine, Matheson & Co.

Nanning, British str., 1,558 tons, Capt. L. Jenkins, from Shanghai, with a general cargo, lying at buoy No. C18.—B. & S.

Paul Leoni, French str., 7,546 tons, Capt. Rosoor, from Marseilles and Saigon, with a general cargo, lying at buoy No. A2.—Messageries Maritimes Co.

Portheus, French str., 7,538 tons, Capt. Makusena, from Yokohama and Shanghai, with a general cargo, lying at buoy No. A1.—Messageries Maritimes Co.

President Grant, American str., 8,405 tons, from Seattle and Shanghai, with a general cargo, lying at Kowloon Wharf.—Admiral Oriental Line.

Tacoma, British str., 4,900 tons, Capt. K. Ashwin, from Haiphong, lying at Laichikok.—Standard Oil Co.

Tak Hing, Chinese str., 105 tons, Capt. Lo Shui, from Nam Tau, with a cargo of vegetables, lying at Luen Chong Wharf.—Fook Hoi S.S. Co.

CLEARANCES.

July 6th.
Hydrangea, for Kwang Chow Wan.
Kinsan Maru, for Tsingtau.
Kui Sang, for Singapore.
Kwang Sang, for Amoy.
Ludendorff, for Shanghai.
Paul Leoni, for Shanghai.
Portheus, for Saigon.
Sui Yik, for Sha U Chung.
Tacoma, for Foochow.
Tak Hing, for Haiboi.

HONGKONG SHIPPING.

With six fewer vessels arriving than on the previous day, it was to be expected that yesterday's shipping statement would show a decrease in freight both for this and other ports. The decrease recorded was 10,654 tons, compared with the figures for the previous twenty-four hours. Inward cargo suffered the worst, for although nine out of the ten vessels arriving carried cargo for Hongkong, the entries were very low, and the consequent decrease was much more than would be expected. Cargo for Hongkong showed the big drop of 8,505 tons, while freight for ports beyond had only diminished to the small extent of 2,149 tons. British vessels, however, figured well in both instances bringing two thirds of the cargo for this port, and carrying one third of the freight for ports beyond.

At 9 a.m. yesterday there were 50 vessels in the harbour, of which 23 were British. During the previous twenty-four hours ten vessels arrived, viz.—four British, two French, two German and two Chinese. The departures over the same period came to thirteen, viz.—one Italian, two British—and one

Japanese for Singapore, one Chinese for Haiboi, one Japanese for Moji, one Japanese for Keelung, one American for Manila, one British for Weihaiwei, two British for Amoy, one Chinese for Kwang Chow Wan and one Chinese for Sha U Chung. There was one clearance, British steamer for Amoy.

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday).

For Hongkong 3,792 tons
For ports beyond 24,624 "

Total 28,416 "

(During the previous 24 hours ended at 9 a.m. on Monday).

For Hongkong 15,297 tons
For ports beyond 23,773 "

Total 39,070 "

Of the cargo for Hongkong, 2,233 tons were in British bottoms, with 1,704 tons topping the returns. Vessels of other nationalities brought 1,469 tons, with 550 tons the highest. With regard to freight for other ports, two British steamers carried 8,405 tons between them, one vessel having 7,900 tons of this. Three vessels under other flags carried the remaining 18,216 tons, with entries of 7,500 tons and 6,932 tons topping the list. The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

Empress of Canada (British) from Manila with 191 tons of tobacco and general cargo, mail and 565 tons for ports beyond;

Huichow (British) from Tientsin and Weihaiwei with 600 tons of general cargo and mail;

Ming Sang (British) from Haiphong with 1,704 tons of general cargo and mail;

City of Glasgow (British) from Otaru and Shanghai with a nil entry for Hongkong, but 7,900 tons of freight for ports beyond, of which 900 tons was bean oil in bulk;

Paul Leoni (French) from Marseilles and Saigon with 245 tons of general cargo, mail and 1,737 tons for ports beyond;

Portheus (French) from Yokohama and Shanghai with 18 tons of general cargo, mail and cargo of silk, tea and bamboo for ports beyond;

Ermland (German) from Hamburg and Singapore, 800 tons of general cargo, mail and 6,932 tons for ports beyond;

Ludendorff (German) from Hamburg and Singapore with 350 tons of general cargo, mail and 7,500 tons for ports beyond;

Tak Hing (Chinese) from Nam Tau with three tons of vegetables;

Sui Yik (Chinese) from Sha U Chung with one ton of vegetables.

Later arrivals yesterday, too late for inclusion in the above returns, were:—

New Mathilde (British) from Haiphong with 1,470 tons of general cargo and mail;

Kwang Sang (British) from Tsingtau and Foochow with 1,200 tons of general cargo and mail;

Hai Ning (British) from Foochow and Amoy with 420 tons of general cargo and mail;

Tacoma (British) from Los Angeles and Haiphong in ballast;

Nanning (British) from Shanghai and Amoy with a nil entry;

Shinkyo Maru (Japanese) from Dairen and Weihaiwei with 987 tons of general cargo;

President Grant (American) from U.S.A., Japan and Shanghai with general cargo and mail;

Phœnix (British) from Shanghai with general cargo and mail.

VESSELS IN DOCK.

The following vessels are in dock:—
Taikoo Dock: Akera, Taming, and Philoctetes.

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17 Days from Hongkong to Vancouver.
LARGEST AND FASTEST STEAMSHIPS.

Special FARES to EUROPE

£120 £112 £88

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STEAMERS	H'kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF CANADA	July 9	July 12	July 14	July 17	July 26
EMPRESS OF RUSSIA	July 23	July 25	July 28	July 31	Aug. 6
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 3
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
July 14	July 16	Express Russia July 17	July 19
Aug. 11	Aug. 13	Express Asia Aug. 14	Aug. 16

Passenger Department: Tel. C. 752. Cables: GACANPAO.
Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU ... Tuesday, 27th July, at Noon
TENYO MARU ... Monday, 9th Aug.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

BAKUO MARU ... Tuesday, 17th July, at Noon
GINYO MARU ... Wednesday, 25th Aug.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

KASHIMA MARU ... Saturday, 17th July
HAKONE MARU ... Saturday, 31st July

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 21st July, at 11 a.m.
MISHIMA MARU ... Wednesday, 18th Aug.

NEW YORK and/or BOSTON via PANAMA.

CALCUTTA MARU ... Friday, 6th Aug.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algas Bay.

KAWACHI MARU ... Thursday, 8th July
BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU ... Sunday, 11th July
TOTTORI MARU ... Thursday, 25th July

CALCUTTA via Singapore, Penang & Rangoon.
MALACCA MARU ... Saturday, 10th July

MORIOKA MARU ... Thursday, 22nd July

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... Saturday, 17th July

SHANGHAI, KOBE & YOKOHAMA.
FUSHIMI MARU ... Monday, 12th July

NAGANO MARU ... Wednesday, 14th July
CEYLON MARU ... Tuesday, 20th July

LIMA MARU ... Wednesday, 31st July

For further information, apply to—
Telephone: Central No. 292 (Private exchanges to all Dep'ts.).



SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at H'kong and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
ANDRE LEBON ... A	—	—	30th July, 1926.
PAUL LEON ... A	—	—	3rd Aug. "
GENERAL METZINGER ... A	18th June, 1926	30th July, 1926	17th Aug. "
FONTAINE BLEAU ... B	2nd July "	3rd Aug. "	31st Aug. "
AMAZON ... B	16th July "	17th Aug. "	14th Sept. "
ANGERS ... B	30th July "	31st Aug. "	28th Sept. "
D'ARTAGNAN ... A	13th Aug. "	14th Sept. "	12th Oct. "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance.)
A Class 1st Class—£ 90. 0d. B Class (1st Class)—£ 85. 0d. 0d.
EXTRA: 2nd —£ 70. 0d. 0d. STEAMERS (2nd)—£ 61. 0d. 0d.
Through Tickets to London and Leaving Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

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s.s. "CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive on the 21st July.
Sailings subject to alteration without notice.

For full Particulars, apply to—
Telephone: Central 740. MESSAGERIES MARITIMES CO., 8, QUEEN'S BUILDING, CONSIGNATION—TRANSHIP—REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SHANGHAI	"KWONGSANG"	Thursday, 8th July, at 7 a.m.
HAIPHONG	"MINGSANG"	Thursday, 8th July, at 8 a.m.
HONGKONG	"KWAISANG"	Friday, 9th July, at 10 a.m.
KOBE via MOJI & YOKOHAMA	"HOSANG"	Tuesday, 13th July, at 5 p.m.
HAIPHONG	"LEESANG"	Wednesday, 14th July, at 10 a.m.
TSINGTAU via SHANGHAI	"ATSUNG"	Thursday, 15th July, at Noon.
TIENSIN	"CHITUNG"	Saturday, 17th July, at Noon.
STRAITS & CALOUTTA	"LAISANG"	Saturday, 17th July, at 3 p.m.
SANDAKAN	"HINSANG"	Tuesday, 20th July, at 3 p.m.
TSINGTAU via SHANGHAI	"FOOSUNG"	Wednesday, 21st July, at Noon.
KOBE via YOKOHAMA	"KUMSANG"	Sunday, 25th July, at 7 a.m.
TIENSIN	"CHONGSHING"	Thursday, 29th July, at Noon.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

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U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong.	Vessel	Discharges	Leaves Hongkong.
"PEMBROKESHIRE"	19th July.	"CARNARVONSHIRE"	...	24th July
"GLENFIER"	24th "	London, Rotterdam & Hamburg via Oran.		
"GLENDOLE"	5th Aug.			
"GLENAMORY"	24th "	"PEMBROKESHIRE"	...	25th Aug.
"GLENAGABY"	2nd Sept.	London, Rotterdam & Hamburg via Oran.		
"GLENSHANE"	21st "			

Movements are subject to change without notice.

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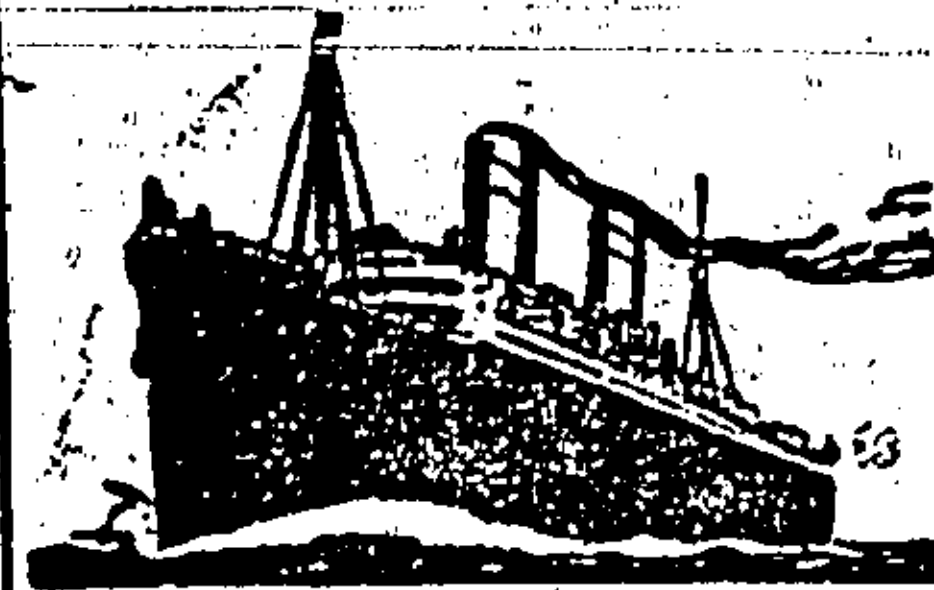
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STREAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR:	SAILINGS FROM HONGKONG TO:
*ACCOMMODATION FOR 100 CLERK CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	SHANGHAI AND JAPAN.	GENOA, MARSEILLES, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELLAWS, COLOMBO AND PORT SAID.
s.s. "FRANKEN"	15th July, 1926	About 5th of August, 1926.
s.s. "FULDA"	14th August,	22nd August, "
s.s. "KOENIGSBERG"	11th September, "	16th October, "
s.s. "TRIER"	9th October, "	13th November, "
s.s. "SAARBRUECKEN"	6th November, "	11th December, "
s.s. "COBLENZ"	4th December, "	9th January, 1927.
s.s. "YORK"	30th December, "	6th February, "
s.s. "FULDA"	27th January, 1927.	6th March, "
s.s. "DERFFLINGER"		

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TO EUROPE—£120—£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monocoaches on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

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FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

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S/S "PREUSSEN" ... sailing from here on or about 18th July, 1926
M/V "ERMLAND" ... sailing from here on or about 13th August, 1926

SAILINGS FOR SHANGHAI AND JAPAN—

(DUE FROM EUROPE)

M/S "ERMLAND" ... due here on or about 6th July, 1926
M/S "MUNSTERLAND" ... due here on or about 3rd August, 1926

For freight, passage and further particulars please apply to

JEBSEN & CO.

12, PEDDER STREET.

TEL. C. 2225.

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(ANDREW WILK & Co., London.)Sailings from Hongkong
M.V. "WEIRBANK" ... via Suez Canal ... 30th July.**UNITED KINGDOM & CONTINENT**
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)SS "ROMEO" ... Marseilles, London, Havre & Hamburg ...
From Hongkong, 23rd July.FARES TO LONDON "A" 1st Class £33. 2nd Class £20.
"B" 1st Class £20. 2nd Class £15.**MAURITIUS & SOUTH AFRICA**
ORIENTAL-AFRICAN LINE
From Hongkong July/August.STEAMER Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nsibutu, Luderitz, Bay, Walvis Bay, and Madagascar.**AUSTRAL-EAST INDIES LINE**
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M.V. "CHINESE PRINCE" ... 7th September

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building.**KONINKLYKE PAKETVAART**
MAATSCHAPPY.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP

"VAN CLOON"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on the 8th July, at 1 p.m.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to all destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574.

Yok Building, CHATER ROAD.

P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER STEAMERS
TAKING CARGO FORSTRAITS, JAVA, BURMA, ORILON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.**PENINSULAR AND ORIENTAL FORTNIGHTLY**
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KARMALA"	9,128	10th July, Noon	Marseilles, London, Antwerp and Hull
"ALIPORE"	8,273	17th July	Singapore, Penang & Bombay
"PADUA"	8,907	19th July	Marseilles, London, Hamburg, Rotterdam & Antwerp
"KASHMIR"	8,985	22nd July	Singapore, Penang, Colombo and Bombay
"RANPURA"	16,585	24th July	Marseilles and London
"DELTA"	8,097	7th Aug.	Marseilles and London
"MACEDONIA"	11,089	31st Aug.	Marseilles, London & Antwerp
"KALYAN"	8,144	4th Sept.	Marseilles, London & Antwerp
"NAGPORE"	8,283	10th Sept.	Marseilles and London
"MALWA"	10,941	18th Sept.	Marseilles, London & Antwerp
"KASHGAR"	9,005	2nd Oct.	Marseilles and London
"MOBEA"	10,918	18th Oct.	Marseilles, London and Antwerp
"KHYBER"	8,114	30th Oct.	Marseilles and London
"MANTUA"	16,902	12th Nov.	Marseilles, London and Antwerp
"KARMALA"	9,128	17th Nov.	Marseilles and London
"MACEDONIA"	11,089	11th Dec.	Marseilles, London and Antwerp
"DELTA"	8,097	25th Dec.	Marseilles and London
"MALWA"	10,941	8th Jan.	Marseilles, London and Antwerp
"KALYAN"	8,144	22nd Jan.	Marseilles, London and Antwerp

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APOAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"SANTRIA"	7,754	10th July, 2 p.m.	Singapore, Penang and Calcutta
"TILAWA"	10,006	15th July	do.
"TALAMBA"	8,018	23rd July	do.
"SHIRALA"	7,541	3rd Aug.	do.
"TAKADA"	10,000	10th Aug.	do.
"TAKADA"	6,949	27th Aug.	do.
"TAKADA"	7,754	5th Sept.	do.
"TILAWA"	10,006	11th Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

Steamship	Tons	From Hongkong (about)	Destination
"PANDA"	6,956	27th August	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne
"ST. ALBANS"	4,500	1st Oct.	do.
"ARAFURA"	6,000	29th Oct.	do.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambangan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"DELTA"	8,097	8th July, 4 p.m.	Shanghai, Moji, Kobe and Yokohama
"RANPURA"	16,585	9th July, 10 a.m.	Shanghai only
"SHIRALA"	7,541	15th July	Shanghai, Moji and Kobe
"TALAMBA"	10,006	23rd July	Moji and Kobe
"MACEDONIA"	11,089	31st July	Shanghai, Moji & Kobe
"NAGPORE"	8,283	2nd Aug.	Shanghai, Moji and Kobe
"TAKADA"	6,949	3rd Aug.	Moji, Kobe, Osaka and Yokohama
"MALWA"	10,941	5th Aug.	Shanghai, Moji and Kobe
"KASHGAR"	9,005	6th Aug.	Shanghai, Moji and Kobe
"TAKADA"	10,941	15th Aug.	Shanghai, Moji and Kobe
"TALAMBA"	8,018	18th Aug.	Shanghai, Moji and Kobe
"KASHGAR"	9,005	3rd Sept.	Shanghai, Moji and Kobe
"ST. ALBANS"	4,500	7th Sept.	Shanghai, Moji and Kobe
"MOBEA"	10,918	18th Sept.	Shanghai, Moji and Kobe
"KHYBER"	8,114	1st Oct.	Shanghai, Moji and Kobe
"ARAFURA"	6,000	5th Oct.	Shanghai, Moji and Kobe
"MANTUA"	16,902	12th Oct.	Shanghai, Moji and Kobe
"KARMALA"	9,128	29th Oct.	Shanghai, Moji and Kobe
"DEVANHA"	6,956	30th Oct.	Moji, Kobe, Osaka and Yokohama
"PANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama
"MACEDONIA"	11,089	13th Nov.	Shanghai, Moji and Kobe
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama
"MALWA"	10,941	10th Dec.	Shanghai, Moji and Kobe
"KALYAN"	8,144	24th Dec.	Shanghai, Moji and Kobe
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama

All rates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australia Lines are fitted with Laundries.
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents.**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

AMOY & FOCHOH

AND RETURN.

(Occupying 8 or 10 Days)

HAINING ... Capt. W. C. Passmore, Thursday, 8th July, at Noon.
HAIHONG ... Capt. Edith Walker, Tuesday, 12th July, at 11 a.m.Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAINING," "HAIHONG" and "HAIHONG" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.
General Managers.**CHINA NAVIGATION CO.,**
LIMITED.

Steamship	Tons	From Hongkong (about)	Destination
"LIANGCHOW"	8,000	7th July, 10 a.m.	Shanghai, Japan & Korea
"TAIKOO WANG"	8,000	8th July, 10 a.m.	Shanghai, Japan & Korea
"BOOCHOW"	8,000	9th July, 10 a.m.	Shanghai, Japan & Korea
"NANNING"	8,000	10th July, 10 a.m.	Shanghai, Japan & Korea
"KING YUAN"	8,000	11th July, 10 a.m.	Shanghai, Japan & Korea
"CHENAN"	8,000	12th July, 10 a.m.	Shanghai, Japan & Korea
"HUICHOW"	8,000	13th July, 10 a.m.	Shanghai, Japan & Korea
"SUITANG"	8,000	14th July, 10 a.m.	Shanghai, Japan & Korea
"KWANGTUNG"	8,000	15th July, 10 a.m.	Shanghai, Japan & Korea
"SZEHOEN"	8,000	16th July, 10 a.m.	Shanghai, Japan & Korea
"ANKING"	8,000	17th July, 10 a.m.	Shanghai, Japan & Korea
"SUNNING"	8,000	18th July, 10 a.m.	Shanghai, Japan & Korea
"CHINHUA"	8,000	19th July, 10 a.m.	Shanghai, Japan & Korea
"SHANTUNG"	8,000	20th July, 10 a.m.	Shanghai, Japan & Korea
"KIANGSU"	8,000	21st July, 10 a.m.	Shanghai, Japan & Korea
"YINGCHOW"	8,000	22nd July, 10 a.m.	Shanghai, Japan & Korea
"SINKIANG"	8,000	23rd July, 10 a.m.	Shanghai, Japan & Korea

For Freight or Passage apply to—
BUTTERFIELD & SWIRE.
Agents.TELEPHONE CENTRAL 36.
CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.**AUSTRALIAN-ORIENTAL LINE, LTD.**

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
Excellent & Most Up-to-date First & Second Class Passenger Accommodation.
HONGKONG to SYDNEY—19 DAYS.

Steamship	Days Hongkong on or about	Sailing hence on or about
TAIPING	14th July	21st July, Noon
CHANGTE	13th August	18th August
TAIPING	12th September	17th September
CHANGTE	11th October	16th October

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.

TELEPHONE: CENTRAL 36. Agents.

DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

M.V. "BABY CASTLE" ... Sailing on or about 19th July.

LLOYD TRIESTINO.REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "VENEZIA" ... From Hongkong, Sails on or about 12th July.

S.S. "ROSANDRA" ... Sails on or about 5th August.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

S.S. "VENEZIA" ... From Hongkong, Sails on or about 5th August.

S.S. "ROSANDRA" ... Sails on or about 31st August.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sails from Calcutta on or about 31st July via
Rangoon and Colombo.

S.S. "UMVOLOSI" ... Sails from Calcutta about 31st August.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030. Agents.

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA-MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Hongkong.

Steamship	Days Hongkong on or about	Sailing hence on or about
S.S. "LAOMEDON"	16th July	16th July
S.S. "CITY OF BEDFORD"	30th July	30th July
S.S. "VALVERIAN"	13th August	13th August

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE MATHESON & CO., LTD., CANTON.

POST OFFICE NOTICE.

WIRELESS SERVICE between Hongkong and Canton resumed.

INWARD MAILS.

From	Per	Due
U.S.A., CANADA, JAPAN & SHANGHAI...	Pres. Grant	7th July.
SHANGHAI and EUROPE via SIBERIA...	Patent	7th July.
STRAITS & STRAITS	Autolycus	7th July.
U.S.A., HONOLULU, JAPAN, SHANGHAI & EUROPE via SIBERIA...	Dalla	8th July.
EUROPE via SUEZ (letters & parcels, London, 10th June, & parcels, 3rd June)	Pres. Taft	8th July.
SHANGHAI	Rampura	8th July.
AMOI	Suiyang	8th July.
CANADA, U.S.A., JAPAN & SHANGHAI...	Emp. of Russia	13th July.
AUSTRALIA AND MANILA	Taiying	16th July.

OUTWARD MAILS.

For	Per	Date
Haiphong	Liangchou	Wednesday, 7th, 8.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 5th Aug.	Phenias	Reg. 9.45 A.M. Letters 10.30 A.M.
Amoy	Kuoyang	10.00 A.M.
Shanghai	Hongshak Kung	1.30 P.M.
Manila	Pres. Grant	3.30 P.M.
Shanghai	Mingyang	5.00 P.M.
Amoy & Fochow	Autolycus	5.00 P.M.
Straits & South Africa	Hai Ning	Thursday, 8th, 11.30 A.M.
Shanghai	Van Olen	11.30 A.M.
Amoy	Nan Ning	1.30 P.M.
Shanghai	Kowach	4.30 P.M.
Shanghai	Dalla	4.30 P.M.
Shanghai	Rampura	Friday, 9th, 6.30 A.M.
Shanghai, Japan, Canada, U.S.A., C. & S. America & EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 28th July	Emp. of Canada	Parcels 9.00 A.M. Reg. 9.15 A.M. Letters 10.00 A.M.
Manila	Pres. Taft	1.30 P.M.
Shanghai	Kuoyang	5.00 P.M.
Shanghai	Uman	5.00 P.M.
Straits, Ceylon, India, Mauritius, L. Marques, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 8th August	Karmala	Saturday, 10th, Reg. 9.45 A.M. Letters 10.30 A.M.
Straits & Calcutta	Santhia	Saturday, 10th, Letters 11.00 A.M.
Wei Hai Wei	Huichow	2.30 P.M.
Shanghai	Suiyang	5.00 P.M.
Japan	Hogang	5.00 P.M.
Amoy	Awangtung	5.00 P.M.
Swatow, Amoy and Formosa	Kaijo Maru	Sunday, 11th, 9.00 A.M.
Amoy	Szechuen	Monday, 12th, 5.00 P.M.
Haiphong	Lee Sang	Wednesday, 14th, 10.00 A.M.
Shanghai	Yaching	10.30 A.M.
Shanghai	Sunning	5.00 P.M.
Bangkok	Chinhua	Friday, 16th, 2.30 P.M.
Straits & Calcutta	Laiyang	Saturday, 17th, Parcels 1.00 P.M. Letters 1.10 P.M.
Sandakan	Hingang	Tuesday, 20th, 12.30 P.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday Is., 2nd August	Taiying	Letters 5.00 P.M. Reg. 5.15 P.M. Letters 6.30 P.M.

*Correspondence bearing vessel's name only.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital\$50,000,000
 Issued and Fully Paid\$30,000,000
 up\$30,000,000
 Reserve Funds:—
 Sterling£4,500,000
 Silver\$27,000,000
 Reserve Liability of Proprietors\$20,000,000

HEAD OFFICE: HONGKONG.

Court of Directors:
 Hon. Mr. D. G. M. BERNARD,
 Chairman.
 Hon. Mr. A. O. LARG,
 Deputy Chairman.
 W. H. Bell, Esq., J. A. Plummer, Esq.,
 A. H. Compton, Esq., T. G. Weall, Esq.,
 W. L. Patterson, Esq., H. P. White, Esq.,
 G. M. Young, Esq.
 Chief Manager:
 A. H. BARLOW, Esq.

BRANCHES:
 Amoy, Hongkong, Penang, Shanghai, Singapore, Swatow, Tientsin, Yokohama.
 Canton, Kobe, San Francisco, London, Lyons, Shanghai, Sourabaya, Dairen, Malacca, Patani, Haiphong, Manila, Tientsin, Hankow, New York, Tientsin, Harbin, Peking, Yokohama.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and Sterling on terms which will be quoted on application.
 Hongkong, 27th May, 1926. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
 A. H. BARLOW, Esq.,
 Chief Manager.
 Hongkong, 27th May, 1926. [2]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital£3,000,000
 Reserve Fund£4,000,000
 Reserve Liability of Proprietors£3,000,000

FOREIGN EXCHANGE and General Banking Business transacted.
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.
 Hongkong, April 15th, 1925. [30]

BANQUE DE L'INDO-CHINE.

HEAD OFFICE: 65, Boulevard Haussmann, Paris.

Subscribed CapitalFr. 72,000,000.00
 Paid-up CapitalFr. 68,400,000.00
 Reserve FundFr. 59,667,233.54

BRANCHES:
 Bangkok, Hanoi, Pondicherry, Batavia, Hongkong, Saigon, Canton, Mengtze, Shanghai, Djibouti, Noumea, Singapore, Fort Bayard, Papeete, Haiphong, Peking, Tientsin, Hankow, Pnom-Penh, Yunnan.

BANKERS:
 In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
 In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
 In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to rates and Fixed Deposits according to arrangement.
 Every description of Banking and Exchange Business transacted.
 A. LECOT, Manager.
 Hongkong, 20th March, 1924. [32]

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONGKONG.

10, Des Voeux Road Central.

Authorized Capital\$10,000,000
 Paid-up Capital\$5,000,000
 Reserve Fund\$1,200,000

BRANCHES AND AGENCIES:
 Canton, Osaka, Haiphong, London, Singapore, Batavia, Seattle, Melbourne, Kowloon, Nagasaki, Calcutta, New York, Tientsin, Kobe, Shanghai, Peking, Hankow, Hongkong, Sourabaya, Dairen, Manila, Yokohama, Pnom-Penh, Saigon, Haiphong, Peking, Tientsin, Hankow, Pnom-Penh, Yunnan.

Correspondents in all principal cities of the world.
 Every description of Banking and Exchange business transacted.
 Loans granted on approved securities.
 S. H. DEPOSIT BOXES To Let.
 K. Y. F. PO, Chief Manager.
 Hongkong, 22nd May, 1924. [3]

COMMERCIAL.

OPENING QUOTATIONS.

July 6th, 1926.

Cable London—	July 6th, 1926.
Telegraphic Transfer	2 1/2
Bank Bills, on demand	2 1/2 15/10
Bank Bills, at 30 days' sight	2 1/2
Bank Bills, at 6 months' sight	2 1/2
Credit, at 6 months' sight	2 1/2 15/10
Documentary Bills, at 6 months' sight	2 1/2 1/10
On Paris—	
Bank Bills, on demand	1,980 nom.
Credit, at 6 months' sight	2,090 nom.
On New York—	
Bank Bills, on demand	5 1/2
Credit, at 60 days' sight	3 1/2
On Bombay—	
Telegraphic Transfer	150 1/2
Bank Bills, on demand	150 1/2
On Calcutta—	
Telegraphic Transfer	150 1/2
Bank Bills, on demand	150 1/2
On Shanghai—	
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
On Yokohama—	
On demand	110 1/2
On Manila—	
On demand	10 1/2
On Singapore—	
On demand	9 1/2
On Batavia—	
On demand	13 1/2
On Haiphong—	
On demand	nom.
On Saigon—	
On demand	nom.
On Bangkok—	
On demand	8 1/2
SOVEREIGN, Bank's Buying rate	\$8.08
Gold Leaf, 100 lbs, per ton	30 1/2
BAR SILVER, per oz.	30 1/2

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital£3,000,000
 Subscribed Capital£1,800,000
 Paid-up Capital£1,050,000
 Reserve Fund£1,350,000

BANKERS:
 THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:
 Bangkok, Kandy, Penang, Batavia, Kanchi, Port Louis, Bombay, Kota Bharu (Mauritius), Calcutta, Kuala Lumpur, Colombo, Singapore, Dairen, Kuantan, Simla, Galle (Pahang), Hongkong, Madras, Sourabaya, Howrah, New York.

HONGKONG BRANCHES:

Every description of Banking and Exchange Business transacted.
 Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
 C. L. C. SANDES, Manager.
 7, Queen's Road Central, Hongkong, June 17th, 1926. [28]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE: 74, rue St. Lazare, Paris.

CapitalFr. 20,000,000
 ReservesFr. 11,150,000
 Special Working CapitalFr. 50,000,000

BRANCHES:
 Paris, Lyons, Marseilles, Hongkong, Canton, Shanghai, Tientsin, Hankow, Peking, Yunnan.

BANKERS:
 France: Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays-Bas.
 London: Midland Bank, Ltd.
 New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.
 Correspondents throughout the World.
 A. ROLLIN, Manager.
 Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1898.

Capital SubscribedYen 45,000,000
 Capital (Paid-up)Yen 39,375,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES:
 Japan—Tokyo, Yokohama, Kobe, Osaka.
 FORMOSA—Giran, Kagi, Karanko, Keelung, Makong, Nankong, Shingchiu, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
 CHINA—Shanghai, Hankow, Amoy, Fochow, Swatow, Canton.
 OTHERS—Hongkong, Singapore, Sourabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS:
 THE LONDON COUNTY WESTMINSTER AND PARK BANK.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Yungtiao, Japan, Indo-China, Siam, India, Philippines, Islands, Java, Africa, &c.
 Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.
 T. TAKAGI, Manager.
 HONGKONG BRANCH, 3, Des Voeux Road Central, Hongkong, 11th May, 1926. [27]

THE BANK OF CHINA.

行銀國中

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL\$60,000,000.00
 PAID-UP CAPITAL\$19,700,200.00
 RESERVE FUND\$9,584,398.52

HEAD OFFICE: PEKING.

Hongkong Branch: 4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers: THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers: THE EQUITY TRUST CO., THE IRVING BANK, COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

TSUYEE PEI, Manager.
 Hongkong, January 16th, 1926. [38]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

Established 1824.

Hongkong Branch established 1903.

Authorized CapitalGulden 150,000,000
 (212,500,000)

Paid-up Capital50,000,000
 (20,500,000)

Reserve Fund20,500,000
 (21,111,405)

Special Reserves22,650,000
 (21,658,330)

Head Office: AMSTERDAM.

Eastern Head Office: BATAVIA.

Branches: Batavia, Bandoeng, Djember, Djokjakarta, The Hague, Kobe, Koto Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rottterdam, Samarang, Shanghai, Singapore, Sourabaya, Soerakarta (Solo), Tegal, Tientsin, Weltevreden.

LONDON BANKERS: NATIONAL PROVINCIAL BANK, LTD.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. C. MAASSEN, Acting Manager.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-upYen 100,000,000
 Reserve FundYen 58,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:
 Batavia, Kaito, Rangoon, Bombay, Karachi, Sourabaya, Buenos Aires, Kobe, San Francisco, London, Lyons, Seattle, Canton, Los Angeles, Semarang, Changchun, Manila, Shanghai, Dairen, Nagasaki, Singapore, Fungting, Newchwang, Sydney, (Makden) Osaka, Tientsin, Hamburg, New York, Tokyo, Hankow, Peking, Tientsin, Harbin, Eio de Janeiro, Vladivostok, Honolulu.

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

C. ARIMA, Manager.
 Hongkong, 11th March, 1926. [35]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONGKONG.

Established 1912.

AUTHORIZED CAPITAL£1,200,000
 PAID UP CAPITAL£1,082,925
 SILVER RESERVE FUND£700,000

Branches: CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

Correspondents in all Principal Cities of the World.

London Bankers: THE LLOYDS BANK, LIMITED.

Every description of banking business transacted.

Safe Deposit Boxes in various sizes to be let from \$5.00 to \$40.00 yearly.

LOOK POON SHAN, Chief Manager.

EQUITABLE EASTERN BANKING CORPORATION.

AN AMERICAN BANK.

CAPITAL AND SURPLUSU.S. \$3,000,000.00

HEAD OFFICE: 37, WALL STREET, NEW YORK.

BRANCHES: SHANGHAI.

General Banking and Exchange Business.

Interest Allowed on all Deposits.

Rates on Application.

LONDON AND PARIS AGENTS: EQUITABLE TRUST CO. of N.Y.

38, D. M. BIGGAR, Manager.

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RUSSO-ASIATIC BANK.

Capital (Fully Paid)Roubles 55,000,000
 Reserve FundRoubles 28,500,000
 CAPITAL CONTRIBUTED BY THE CHINESE GOVT.3,500,000
 RESERVE FUND1,750,000

HEAD OFFICE: Paris, 9, Rue Boudreau.

LONDON OFFICE: 64, Old Broad Street, E.C. 2.

BANKERS: LONDON: Messrs. Glyn, Mills, Currie & Co.; Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France; Banque de Paris et des Pays-Bas.

LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

NEW YORK: The Irving Bank, Columbia Trust Company, San Francisco: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:
 Changchun, Hsinchun, Peking, Chefoo, Hongkong, Shanghai, Dairen, Khabarovsk, Tientsin, Haikow, Manchouli, Urumchi, Hankow, Newchwang, Yokohama.

HONGKONG BRANCH: Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.

Foreign Exchange on the Principal Cities of the World bought and sold.

L. BAINES, Manager.

F. & O. BANKING CORPORATION, LIMITED.

PAID UP CAPITAL£2,504,180
 RESERVE FUND£150,000

HEAD OFFICE: 122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal towns of the World.

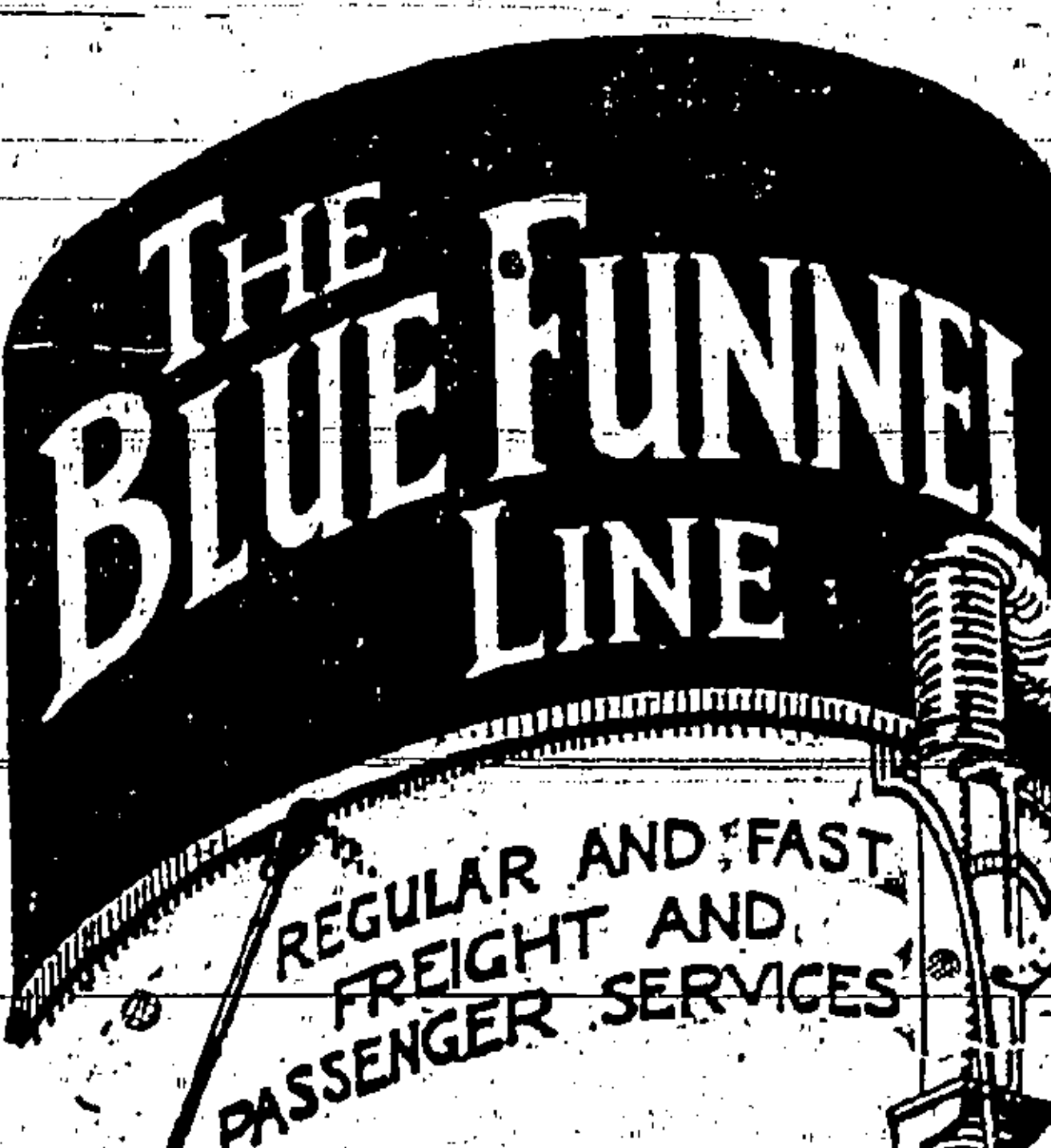
L. E. HOPKINS, Manager.

38, P. & O. Building, Hongkong.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to read Home.



LONDON SERVICE.

"PREMIER" 7th July Marseilles, L'don, E'dam & Hamburg.
 "DARDANUS" 13th July Marseilles, L'don, E'dam & Hamburg.
 "HECTOR" 28th July Marseilles, L'don, E'dam & Hamburg.
 "AUTOLYCHUS" 10th Aug. Marseilles, L'don, E'dam & Hamburg.
 *Calls at Casablanca.

LIVERPOOL SERVICE.

"YANOTSE" 20th July Genoa, Havre, Liverpool & Glas.
 "OANFA" 20th Aug. Genoa, Havre, Liverpool & Glas.
 "TELEMACHUS" 20th Sept. Genoa, Havre, Liverpool & Glas.

PACIFIC SERVICE.

(via Kobe & Yokohama)
 "PHIDOCETES" 15th July Victoria, Vancouver & Seattle.
 "TINDAREUS" 7th Aug. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"LAOMEDON" 16th July New York, Boston & Baltimore.
 "DOLUS" 27th Aug. New York, Boston & Baltimore.

PASSENGER SERVICE.

"HECTOR" 28th July Singapore, Marseilles & London.
 "SARPEDON" 28th Sept. Singapore, Marseilles & London.
 "PATROCLUS" 20th Oct. Singapore, Marseilles & London.
 "ANTENOR"